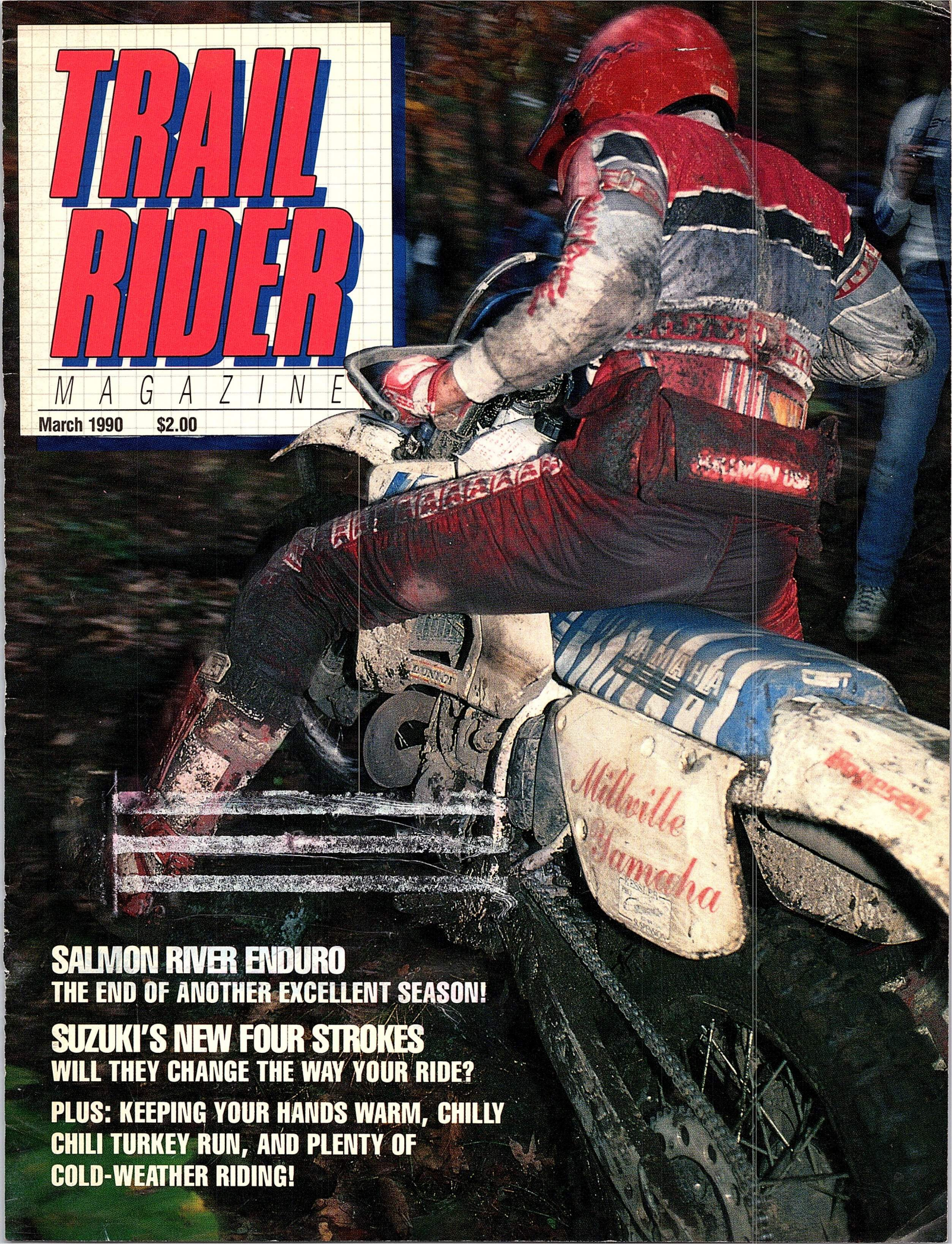
TRAIL RIDER

MAGAZINE

March 1990 $2.00



SALMON RIVER ENDURO
THE END OF ANOTHER EXCELLENT SEASON!

SUZUKI'S NEW FOUR STROKES
WILL THEY CHANGE THE WAY YOUR RIDE?

PLUS: KEEPING YOUR HANDS WARM, CHILLY CHILI TURKEY RUN, AND PLENTY OF COLD-WEATHER RIDING!

KEVINS RACING SUPPLY

PBI SPROCKETS

ATK	$ 35.95
CAGIVA	$ 15.95-$ 35.95
HONDA	$ 15.95-$ 35.95
HUSKY	$ 15.95-$ 35.95
KAWASAKI	$ 15.95-$ 35.95
KTM	$ 15.95-$ 35.95
SUZUKI	$ 15.95-$ 35.95
YAMAHA	$ 15.95-$ 35.95

EBC

ORGANIC & METALIC BRAKE PADS GROOVED SHOES

ATK	$ 19.95
CAGIVA	$ 15.95-$ 19.95
HONDA	$ 12.95-$ 19.95
HUSKY	$ 18.95-$ 23.95
KAWASAKI	$ 9.95-$ 19.95
KTM	$ 14.95-$ 19.95
SUZUKI	$ 14.95-$ 19.95
YAMAHA	$ 14.95-$ 19.95

DUNLOP BRAKES

HEAT RESISTANT COATED

NEW BRAKE PADS	$ 18.95

CHAIN

EK	O-RING	$ 42.95
RK	O-RING	$ 46.95
TSUBAKI	O-RING	$ 64.95

SideWinder

SPROCKETS AND CHAIN

PRICES TOO LOW TO PRINT!

Twin Air

RACING FILTERS

AIR FILTERS	$ 19.95
SOAK TUBS	$ 6.95

FMF WORKS PIPES

$159.95

THOR

BOOTS	$114.95
VIKING PANTS	$108.95
SHADOW JERSEY	$ 36.95
MACH 5	$ 93.95
ELBOW GUARDS	$ 21.95
KIDNEY BELTS	$ 39.95
GLOVES	$ 19.95
TOOL BELT	$ 32.95
T-SHIRTS	$ 12.95
ENDURO WET GLOVE	$ 19.95

ICO ENDURO PRODUCTS

PRO 3 COMPUTER	$179.95
ODOMETER/SPEEDO	$179.95
AUTOCAL	$199.95
ENDURO CLOCK	$ 89.95
SENSOR KIT	$ 21.95
MAGNET KIT	$ 6.95
CROSS BAR MOUNT	$ 8.95

HJC Helmets

$110.95

HANDLEBARS

ONEAL	$ 15.95
ANSWER CHROMOLY	$ 29.95
RENTHAL	$ 43.95
ALUMILITE	$ 55.95

O'NEAL

BULLET BOOTS	$140.95
JERSEYS	$ 16.95
GLOVES	$ 27.95
TOOL BELTS	$ 24.95

HyPoint Racing USA

FENDER CARD HLDR	$ 8.95
6 DAY GLASSES	$ 4.95
TIRE IRON KIT	$ 13.95

PROGRESSIVE FORK SPRINGS

$ 49.95

ACERBIS PLASTIC

DISK ONLY GUARD	$ 19.95
REAR DISK GUARD	$ 19.95
FORK ONLY GUARD	$ 16.95
UPPER FORK GUARD	$ 16.95
ELBA HEADLIGHT	$ 34.95
HEADLIGHT STRAPS	$ 7.50
H.L.BACK GROUND	$ 2.25
HEAD LIGHT BULB	$ 3.25
HAND GUARDS	$ 16.95
B.BUSTER GUARDS	$ 16.95
FENDER BRACE	$ 12.95
PLUG PROTECTOR	$ 1.95
CHEST PROTECTOR	$ 79.95
FENDERS FROM	$ 15.95
VENT TUBE CLIP	$ 1.75
CABLE/HOSE GUIDE	$ 4.95
TAILLIGHT LENS	$ 5.95

CONTROLS

DE HANDLER:	
LEVER SET	$ 13.95
BRAKE LEVERS	$ 7.95
LEVER CLAMPS	$ 6.95
CABLE ADJUSTERS	$ 1.95
MAGURA:	
CLUTCH LEVER	$ 9.95
HYD. BRAKE LEVER	$ 20.95
LEVER CLAMPS	$ 10.95
CANLE ADJUSTERS	$ 2.95
STICKY FINGERS	$ 4.95
LIVER SKINS	$ 6.95
TERRY CABLES	$ 13.95
GUNNAR GASSER	$ 18.95
SHIFT LEVERS	$ 16.95

maier

SKID PLATES	$ 26.95
ENDURO TAIL LIGHT	$ 14.95
WOODS PRO GUARDS	$ 33.95
HAND GUARDS	$ 13.95
PIPE GUARD	$ 30.95

METZELER

410 x 14	MLX	$ 39.95
410 x 17	MLX	$ 58.95
450 x 17	MLX	$ 61.95
517 x 17	MLX	$ 64.95
410 x 18	MLX	$ 59.95
450 x 18	MLX	$ 64.84
450 x 18	4E	$ 56.40
300 x 21	3E	$ 52.40
325 x 21	4E	$ 56.95

TUF TUBES

Super heavy duty

300-325x21	$ 14.95
450-510x18	$ 15.95

PIRELLI

MT-32 (SOFT-INTERMEDIATE)

410x14	$ 36.95
110/ 90x18	$ 53.95
110/100x18	$ 56.95
120/100x18	$ 58.95
120/ 80x19	$ 59.95
300x21	$ 53.95

MT-34 (INTERMEDIATE-HARD)

110/ 90x18	$ 53.95
120/ 90x18	$ 59.95
130/ 90x18	$ 62.95
120/ 80x19	$ 59.95
90 / 90x21	$ 54.95

MT-37 (SANDY-LOOSE)

110/100x18	$ 57.95
120/100x18	$ 60.95
120/ 80x19	$ 59.95
90 / 90x21	$ 54.95

DUNLOP

90/ 100x14	695	$ 37.95
100/100x18	695	$ 59.95
110/100x18	695	$ 64.95
120/100x18	695	$ 68.95
100/100x18	990	$ 59.95
110/100x18	990	$ 64.95
120/100x18	990	$ 68.95
100/ 90x19	695	$ 65.95
110/ 90x19	695	$ 70.95
100/ 90x19	990	$ 65.95
110/ 90x19	990	$ 70.95
300x21	139	$ 57.95
80/ 100x21	490	$ 60.95
80/ 100x21	990	$ 59.95

TRELLEBORG

410 x 14	744	$ 54.95
457 x 17	744	$ 68.95
550 x 17	744	$ 69.95
450 x 18	744	$ 68.95
500 x 18	744	$ 69.95

IRC Motorcycle Tires

SUPER FAST UPS SERVICE

NEW! 1990 CATALOG

CALL TOLL FREE

800-654-4998

MASTERCARD, VISA, or UPS C.O.D.

508-285-4342

KEVINS CYCLE INC.•187 WEST MAIN STREET•NORTON MA 02766

Prices subject to change without notice.

MD graphics

TRAIL RIDER

MAGAZINE

March 1990
Volume 20 Number 3

Paul Clipper
Editor/Publisher
Kevin Hines
Cape Cod Desk
Tom Conaway
Virginia Correspondent
Wally Tunison
Steve Tower
Linda Neville
Kevin Drew
Contributors
Murray Watt
Imaginary Friend
Nancy Clipper
Accounts Manager

Editorial Offices
23 S. Main Street, Suite G
Medford, NJ 08055
(609)953-7805
Fax Number (609)654-9023
Subscription Services
Post Office Box 129
Medford, NJ 08055

Printed in the USA by
Spectracolor
Cherry Hill, NJ
Expert typesetting by
Another Way, Inc.
Berlin, NJ

The advertising deadline
for the April issue is
February 19, 1989

On the cover: Jack Lafferty Jr., five time winner of the ECEA Championship, claws his way up the ledges at the Little Rhody National, 1989. Jack is going to ride a KTM this year, his sixth attempt at the big prize.

Fun running in the snow.

JUST PLAIN RIDING
16 Chilly Chili Turkey Run
First "freeze-out" of the year
32 Fun Running in Jersey
Have a good time in spite of the weather

MACHINES
12 Suzuki's New Thumpers
Turning the four-stroke world upside down

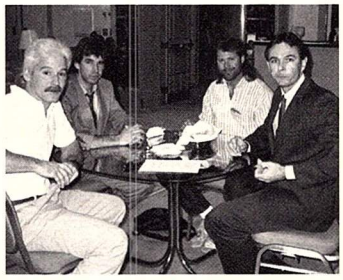
FEATURES
20 The Peddler ATB Classic
Bicycle fun in Allaire State Park

COMPETITION
22 Salmon River Enduro
A great finale in Cockaponsett
34 Novemberkassan!
Kevin Hines gets whipped in the dark

TECHNICAL
24 Hot Setups
Keeping your mitts comfy

DEPARTMENTS
5 Last Over
Chutes and Ladders
6 Eastern News
8 The Rest of the World
38 Yankee Trader
41 Subscription Page
42 New Products

32



12

Warning: The natural position of a motorcycle is laying on its side. This should be obvious by what kind of difficulty you have keeping the bike up on the stand when the front wheel is off. Sometimes I think it'd be best to hang the bike from the swingarm to work on it, of course I'd probably cure the whole problem by buying a decent bike stand. But you don't want to hear about my problems; you're just looking here for some sensible advice on how to avoid injury on one hand and possible legal action on the other. I'm here to tell you, it's very difficult. Don't take anything for granted, that's all. And ride smart. Very smart.

Trail Rider (ISSN 0892-3922) is published monthly at 64 Cutchogue Trail, Medford Lakes, NJ 08055. Subscriptions are available from Trail Rider, P.O. Box 129, Medford NJ 08055, at $18.00 U.S. per 12 issues (one year). Canada please add $4 per year and other countries $5 per year for additional postage. Copyright © 1990 by Trail Rider Magazine. All rights reserved. Nothing in this magazine may be reproduced by any means without written permission by the publisher. Contributors: Articles and event photos are welcome, although we assume no responsibility for unsolicited materials. Please include a postage-paid envelope for return. Unless special arrangements are made in advance, all published materials become the sole property of Trail Rider. Second class postage paid at Medford, NJ, and additional mailing offices. POSTMASTER: Send address changes to Trail Rider, P.O. Box 129, Medford, NJ 08055.

HEAVY METAL

Krause Rocks The MX World

MONSTER POWER PIPES IN OUTRAGEOUS, WILD COLORS

Three Levels of Power

PICK YOUR POWERBAND
LOW-END PIPE
TOP-END PIPE
MID-RANGE PIPE

Kick Axe Colors

SPACE-AGE COATING
Pink, Green, Orange
White, Blue, Red
Natural & Black

HONDA
YAMAHA
KAWASAKI
SUZUKI
HUSKY
KTM

PRICED FROM ONLY $99.95

Call now for technical info and ordering instructions

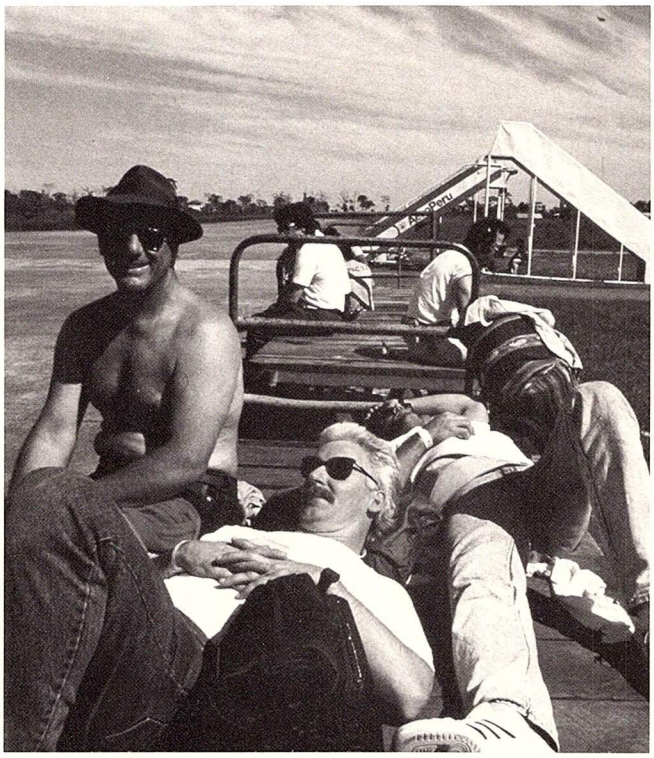
312-513-1000

KRAUSE RACING, CORP.

3705 Stern Avenue
St. Charles, Illinois 60174

CHUTES AND LADDERS

By Paul Clipper



I know a lot of you have heard me talk since coming back here from California, and you could get the idea that I don't like it out there very much. That's not really true. The only thing I didn't like is the weather. I wasn't born to enjoy "perfect" weather each day.

No proper Easterner can handle it, and I'll show you what I mean. It's the first week of January right now, and we're having a "break." It's 45 degrees outside, cloudy and wet. I happen to know that it's 80 degrees in southern California, sunny and dry. Right about now that sounds pretty good, doesn't it? Yeah, don't you believe it! I just got off the phone with my good friend Bill at Acerbis, and I told him "Yo Bill, you should be out here! We've got the studs and the Hot Grips on, and went out ripping up the snow and ice last weekend!" He called me a few names and told me to shut up, but I continued. "It's not too good right now, though. We've got 45 degrees and rain, and it's pretty sloppy outside. We'll go out again tomorrow, though."

At that point he started raving about all the dust and slippery-dry trails out there, and calling me a variety of names for bringing it up. You see, Bill is a transplanted resident of Connecticut, and he knows about good and bad. I'll bet he'd give his left pinky for a chance to mount up some Friction Spikes and get out into these nasty wet woods for a week. But, just like me, he's got to wait until he's allowed to come back.

There is one thing I miss about that desert environment, though: hills. Oh yeah, we have hills out here. You can see them from a distance, and at times you think you're riding on them, but you can't really tell through the tunnel of trees. There aren't any trails on steep hills, the reason being that it's almost impossible to cut through the undergrowth, and even if you did the mud would make it all but impossible to climb.

Out west, they don't have that problem. The desert hills are bald—probably from having all the brush scorched off by above- ground nuclear testing in the fifties—and the blazed trails are all right on top of the hills, avoiding any off-camber riding on the sidehills (bad for erosion in a flash flood) and maximizing the view to either side. You get on top of these "hills" (we would certainly call them mountains, they're much higher than anything on the east coast—normal being from 4,000 to 8,000 feet), and you can get drunk on the view. In some places you can see the ocean to the west and the Sierras to the east, and every bump, crevice and canyon inbetween. That view is what they invented the term "awe-inspiring" to describe.

On top of every hill you can stop and get a different variation of the same view, but riding them is the real thrill. We had a place we used to ride called Texas Canyon, and this place had no real redeeming qualities other than opportunities for massive hill climbing. And it was best to stick to the hills—the lower part of the canyon was a favorite venue for sport shooters, who would weekly bring out their artillery and pump assorted bullets into the hillsides. Some of the best spots were so packed with shot that the dirt banks glimmered with bits of steel and brass, and the ground was littered practically ankle-deep with spent shells.

So we rode for altitude, as much for self-protection as the thrill of the ride. Like most of California desert riding, we were often in top gear, but on some of the climbs we'd have to drop down to first. A couple of the hill trails we used were one way—down only—because there were sections going up where the only machine that could physically scale the hills would be an open-class motocrosser with a perfect suspension. Anything else would bog and die.

Our normal trail going up was five miles of almost constant climbing. There were some short downhill sections on the way up the ridge, and a few steep "walls" that you just had to attack wide open or you'd start spinning and stop cold. The surface throughout this area was bone-dry and impervious to knobby tires—you couldn't dig a trench if your life depended on it. What little dirt was ever on the surface had been scoured away by wind and the occasional flash flood, and it was a simple matter to tear all the knobs off of a rear tire in ten miles of riding if you weren't careful with the throttle.

Continuing on that loop and coming down by another route (the "down only" trail), was about a five-mile trip that felt like straight down. It was so steep that in places it was impossible to stop, and every hundred feet or so was punctuated by water bars that the Forest Service erected to save the hills from the inevitable. Hitting a water bar wrong at speed would pitch you over the bars and off the next cliff in an eyeblink, so we had to develop a technique where we would start locking up the brakes before the water bar, then let off at the last second to soak up the impact and jump down the hill a ways. Then, of course, we'd have to lock it up again and repeat the whole process. Getting to the bottom without stopping would leave anybody's legs burning from exertion. Your ears would pop from the altitude change on the way down.

The funnest part, though was riding the ridges on top. It was like a roller coaster—flying down the hills, upshifting as fast as you could, and then hitting the uphill on the other side like a wall, downshifting as many times as it took to get up without backing off the throttle. A couple of these hills peaked and went back down so fast that you'd hit the top and come right off the ground, flying about ten feet down the other side before touching down and continuing the descent.

It was fast and furious, and depending on what sort of motorcycle we had to ride that day, it could be terrifying. Still, if you crashed, the brush alongside the trail was thick enough to stop you without hurting too badly, and there certainly were no trees to hit. And a high-speed crash, sliding along the ground for a few dozen yards, isn't as bad as being slapped to the ground in a low-speed high-side. We tore up a goodly amount of plastic, but never really collected any serious injuries.

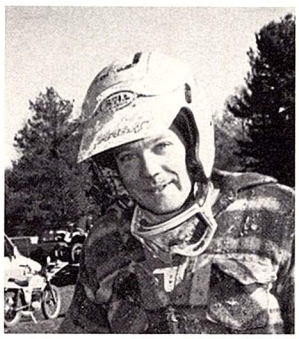
Steep hills, open views, and fast, fast riding. That's the part of California I miss. But remind me about 100-degree temperatures, constant dust, and non-existent traction, and my longing cools considerably. Give me a pair of Friction Spike tires and a mud-slick frozen trail on a nice January afternoon, and I can be just as happy. Make it a warm spring day with new leaves on the trees, plenty of traction, and a warm rain shower falling, and there's no comparison at all. I'll guarantee it!

EASTERN NEWS

BIKE RAG

If you're into mountain bike riding in your spare time (so who has any spare time anymore?), you might be interested in a small magazine we discovered this month. It's called *Dirt Rag*, and the one we saw had about 30 pages of off-road bicycling news, race stories, and fun articles on mountain biking in the northeast. It also had a whole gang of information on the latest wild mountain biking products, and a lot of ads from local dealers, so you know where to spend your money. Best of all, it only costs $6 for a six issue (it's published seven times a year) subscription. Where? Send money to *Dirt Rag*, 460 Maple Avenue, Springdale PA 15144. If you want to see a copy first, wander into your local mountain bike shop and ask for the *Dirt Rag*. Chances are they'll have it.

PROUD WINNER



Here's a shot of Gifford Plume, the Rhode Island resident who won our second Acerbis Giveaway subscription contest. Giff picked himself up a set of Acerbis plastic for his Husky, and his bike can use it, too!

This month we're starting our biggest subscription drawing yet. The kind folks at Ghost Rider have donated a brand-new Ghost Rider III enduro computer to the cause, and we're going to give it away to one lucky person who sends in an entry blank. The Ghost Rider, in case you don't know, is an enduro *comparator*, a computer that measures the mileage and keeps track of the speed average at the same time, and just tells you if you're late or early. Keep it right on "zero" and you've theoretically won the enduro!

Anyhow, this baby is worth almost $350, and it can be all yours if you send in the lucky entry. Look for our subscription ad for all the details.

LAFFERTYS ON KTM

Every winter we ask the same question: what are the fast guys going to ride this new season? Well, the phrase "KTM" has been ringing a lot of bells on this coast. The biggest switch for the new season is ECEA Champion Jack Lafferty Jr. Jack is piloting KTMs now, and riding out of Fairway Honda, New Jersey's newest KTM dealer. Not only is Jack Jr. riding the Austrian bikes, but so is the whole family—Jack Sr., Richard and Michael as well. They'll all be flying the Fairway banner at the races this year, look out for them.

Also riding for Fairway is Kevin Bennett, ECEA's 1988 Champion. Kevin's going to take another shot at the Honda CR again, and since his wrist is all mended he'll probably be flying. Bob Bennett, the flyin'four-stroke rider from Pine Barons Enduro Riders, will also be riding for Fairway, as will Doug Mason. What a crowd!

UPCOMING EVENTS

Look out! The ECEA season starts this month! Get ready for the Greenbrier enduro on the 25th of March. After having the hottest run of last year the Tri-County Sportsmen are taking a shot at having the coldest. One thing's for sure: this is the Lafferty's club, and they put on a good serious enduro. It starts out of Belleplain, New Jersey, and you can call (609)825-3864 for more information.

Also this month is the NETRA annual meeting. There's no official trail ride this year, although we wouldn't be surprised if some guys had bikes with them. There will be the annual meeting and NETRA good guys get-together, and a plain old laid-back socializing kind of day. Call the NETRA office for more information.

NEW ECEA OFFICERS

The recent elections for new East Coast Enduro Association officers resulted in Kenny Lee Taylor being re-elected as President for his second term, and Lindsay Pirie of the Pine Barons Enduro Riders being elected for the Vice President's position. Pirie is extremely active in ECEA and New Jersey Pinelands matters, and was recently awarded the ECEA's Paul Brumfield Award for exceptional service to the sport.

Ed Mills was re-elected as Treasurer. Charlie Stapleford will repeat again as Referee, and Glen Wisnewski of MCI accepted the position of Secretary. Glen is replacing Beth Cooper, who has served as Secretary of the ECEA for the past eight years, and it will be difficult to imagine the ECEA without her. For everyone in the ECEA, we'll say "Thank you, Beth. You will definitely be missed!"

NORTHERN EVENTS

The New England Trail Rider Association has sanctioned 49 events for the 1990 season, and there are some exciting new names as well as the old favorites. The tentative schedule is as follows:

2/4 Snow Run Enduro
3/18 NETRA Annual Meeting
4/28 April Fools Jr. Enduro
5/5 Boneyard Jr. Enduro
5/6 Wachusett Wramble Turkey Run
5/6 Enduro/Trail Riding School
5/13 Rhody Ramble Turkey Run
5/20 New England Champ. Enduro
5/26 King Philip Jr. Enduro
6/2 State Line Jr. Enduro
6/3 King Philip Enduro
6/9 Leon Dube Jr. Turkey Run
6/10 Leon Dube Turkey Run
6/17 Tri-State Turkey Run
6/17 New London Hare Scramble
6/24 Woodsocross Hare Scramble
6/30 Knox Jr. Enduro
7/1 Knox Enduro
7/7 King's Brook Jr. Enduro
7/8 Mohawk Turkey Run
7/8 Conn. State Hare Scrambles
7/15 Greylock Hare Scramble
7/22 Hurricane Mt. Hare Scramble
7/29 CATRA I Hare Scramble
7/29 Red Fox Turkey Run
8/4 Dam Good Jr. Enduro
8/5 Dam Good Hare Scramble
8/5 Greylock Turkey Run
8/12 Granite State Enduro
8/26 Mohawk Turkey Run
9/9 Ammonoosuc Turkey Run
9/9 Greylock Enduro
9/16 Skiparee Hare Scramble
9/16 Jeff's Turkey Run
9/23 Mohawk Enduro
9/30 Little Rhody National Enduro
10/6-7 Cidah Run North Turkey Run
10/7 CATRA II Hare Scramble
10/14 Berkshire Mudslinger Enduro
10/20 Sleepy Hollow Jr. Enduro
10/21 Sleepy Hollow Hare Scramble
10/21 Grip Twister Turkey Run
10/27 Tri State Jr. Enduro
10/28 Tri State Enduro
11/3 Steerage Rock Jr. Enduro
11/4 Black and Blue Enduro
11/11 King Philip Hare Scramble
11/18 Salmon River Ramble Enduro

BEST ECEA ENDURO

The Ridge Run enduro, sponsored by the Ridge Riders Motorcycle Club in Stanhope, New Jer-

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)
P.O. Box 478
Ellington, CT 06029
(203)875-5757

East Coast Enduro Association (ECEA)
1380 Route 70
Browns Mills, NJ 08015
(609)893-7294

Virginia Championship Hare Scrambles Series (VCHSS)
114 Holloway Drive
Smithfield, VA 23430
(804)255-4620

Pennsylvania Trail Riders Association (PATRA)
Box 77
Thomasville, PA 17364

Potomac Motocross
P.O. Box 156
Budds Creek, MD 20650
(301)475-2000

Racer Productions (AMA GNCC Series)
Route 7, Box 459
Morgantown, WV 26505
(304)594-1157

North Carolina H.S. Series
P.O. Box 338
Fayetteville, NC 28302
(919)867-5219

American Motorcyclist Assn.
P.O. Box 6114
Westerville, OH 43081-6114
(614)891-2425

Southeastern Enduro and Trail Riders Association (SETRA)
P.O. Box 1935
Roswell, GA 30077-1935
(404)532-6832

New York Hare Scrambles Series
(315)682-8017

sey, was voted as the Enduro of the Year for 1989 by the ECEA. They have some mean, rocky terrain up in North Jersey, but these guys know how to hang arrows in it. Congratulations, Ridge!

ECEA's Most Improved Enduro for 1989 was the Rhody Rovers' Little Rhody National; which went from a 12th place in the popularity poll for its rugged1988 run to a 100-mile fair test of ability that was actually fun to ride in '89. A tip of the hat to the Rhody guys; let's see you take the top spot in '90!

WHAT'S ON

February

2/18 SETRA Championship Enduro
Clinton, SC
2/18 AMA National Enduro
Coalinga, CA
2/25 SETRA Hare Scrambles
Sumter, SC
2/25 AMA National Enduro
New Waverly, TX

March

3/10-11 Sand Flea GNCC
Sanford, NC
3/11 AMA National Enduro
Maxeys, GA
3/18 NETRA Annual Meeting
Webster, MA
3/25 Greenbrier Enduro
Belleplain, NJ
3/25 AMA Nat. Hare Scrambles
Cadiz, KY
3/31-4/1 Loretta Lynn GNCC
Hurricane Mills, TN

WOODS ASSAULT

The KTM Krowd descended on Chatsworth one warm weekend this winter, stopping in at Griffin Vehicle Service and then spending the day turning some knobs in the Jersey sand. Kevin Hines was there, apparently signed with KTM for yet another season of National Enduro fun. He says he'll stay with the 250 for 1990. Bert Guerrette also rode, putting time on the new 250 he'll probably contest the NETRA series with this year. Bert's now working for KTM, so he's seeing the business from both sides.

Jack Lafferty Jr. was also along for the ride, and by all reports he didn't do any swimming this time, or any freeze-testing of clothing. Didn't hear that story? Ask him about it at the first run, he'll tell you.

THE BIG EAST

Do you feel insignificant, listening to all the good things said about California riding? Don't get depressed, Bunky. The AMA has released their membership figures for 1989, and California has 24,491 AMA members. Does it make you sad? Don't let it—California is a big state. Let's take the tri-state area surrounding the opulent *Trail Rider* offices and see what we can do: New Jersey—7,427 members, Pennsylvania—12,734, and New York—11,018. The total is 31,179, which means we're bigger, right? And definitely better. Now cheer up....

HPoint Racing USA · TERRYCABLE · HALLMAN · O'NEAL · TR Tucker · Rocky DISTRIBUTING

BECOME PART OF OUR RACER'S COST-CUTTING PROGRAM—HERE ARE JUST A FEW OF OUR VALUES:

TIRES

IRC MB5 120/80X18	$41.95
IRC MB5 130/80X18	$47.95
IRC MB5 140/80X18	$52.95
Dunlop K695 100/100X18	$61.95
Dunlop K695 110/100X18	$65.95
Dunlop K695 120/100X18	$69.95

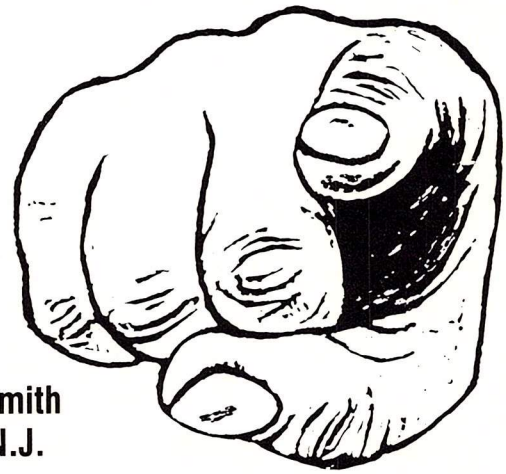
MS Racing Clothing

Stage 1 Pants	$69.95
Lightning Pro Gore Tex Jacket	$99.95
ISDE Pro Gore Tex Jacket	$155.95
Gore Tex Pants	$147.95

MC/VISA/DISCOVER/AMEX

SCOTT USA · MS Racing · JT · AMU · NGK Spark Plugs · BEL-RAY · ANSWER

Cam-2 Racing Fuel by the gallon!



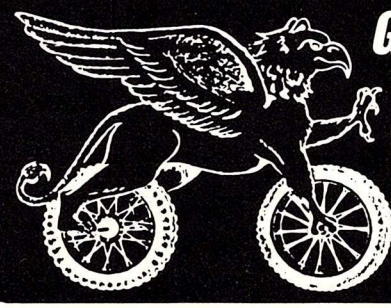
Can-Am ATK KTM Parts

Largest Malcolm Smith dealer in N.J.

SEE US FIRST BEFORE YOU MAKE A DEAL!

PRICES SLASHED ON ATK AND KTM!

ATK · AMEX · WE TAKE PHONE ORDERS · WE SHIP RIGHT AWAY · UPS SHIPPING EVERY DAY · UPS · KTM



GRIFFIN VEHICLE SERVICE

CALL TOLL FREE! (800)525-6771

IN NEW JERSEY: (609)726-1717 FAX NUMBER: (609)726-1777

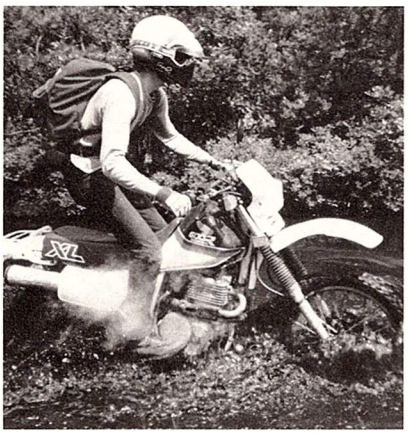
TeleCheck

Routes 532 & 563 Chatsworth, NJ 08019
Open 9—3 Sun., 9—7 Sat., 10—8 Fri.
9:30—7 Wed., Thurs., Mon.
CLOSED TUESDAYS

MasterCard · VISA

BLACKWATER DUAL SPORT?

Dave Coombs called us the other day, to tell us how he wanted to get behind the new dual sport activity. Dave has got an idea that he wants to put on a small dual sport event the week before the annual Blackwater 100. He's got the course all picked out, running over back- country dirt and paved roads and easy trails, and he says it'll be one of the most scenic rides anybody will ever get the chance to take. It's going to be a two-day ride, stopping over at a nice motel, and it'll be the weekend of June 9 and 10.



Now here's the rub: Dave wants only *street legal* dual sport bikes—no noisy two stroke enduro bikes or converted racers with tags hanging off the back. He's got an NX 650 Honda and he says that'll be fine for the riding he plans. Second, he only wants 25 serious riders for this event, so if you're interested, call him up and get your name on the list. The final group of riders will be by invitation only, so call (304)594-1157 and let him know you're interested.

Coombs is planning more rides for the future; maybe an actual Blackwater 100 Dual Sport, and he'd really like to do a multi-day ride that would take in just about all of the state of West Virginia and resemble an American version of the Paris to Dakar rally, only easier. Easier? Sure, Dave.

SAD PASSING

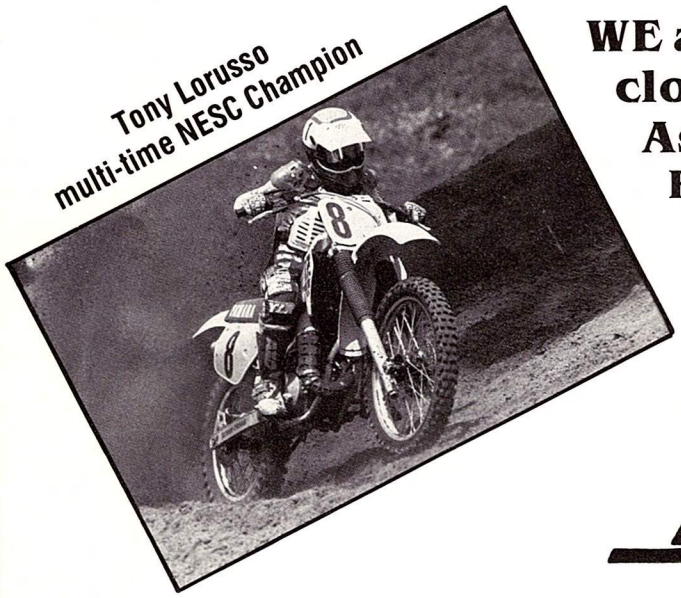
Erich Trunkenpolz passed away the last Saturday in December, 1989. Trunkenpolz was the "T" in KTM; he was Chairman of the Board of a family business that, in the late sixties/early seventies, took a bold step away from manufacturing bicycles and mopeds to create a strange off-road motorcycle for a man named John Penton. Through the roller-coaster ride of the motorcycle business of the 1970's, KTM acquired enough of a name through sales of the Penton/KTM motorcycle to attempt going it alone when Penton changed directions in 1978, and KTM motorcycles have since written an indelible signature on off-road sport riding in the U.S. and the world.

In 1981, Erich Trunkenpolz bought out his business partner Kronreif—the "K" in KTM—and under his sole proprietorship the KTM factory continued to produce what is arguably the most popular off-road bike in Europe. Since May of 1989 Trunkenpolz has served as Chairman of the Board in an advisory position, and he had been gradually releasing day-to-day management responsibility to the directors of the trust holding company that current owns the majority share of KTM stock. He had actually resigned his position the Thursday before his death. He is survived by his wife, two sons and daughter.

Because of his reduced management role, his passing will have virtually no effect on KTM's operations in Europe and the United States. Still, Herr Trunkenpolz will be sadly missed.

20TH ANNIVERSARY?

The January 1990 issue of *Dirt Bike* had the "20th Anniversary Special" extravaganza, and our bicycle man Wally Tunison called us up puzzled after a few weeks of studying it. In the lead story for the section, Rick "Super Hunky" Sieman, originator of *DB* and former columnist for this humble rag (and a few others), says that the first issue of *DB* "hit the stands in May,



WE are your MX clothing headquarters.
Ask about our RACER SUPPLY parts kits for YZs and KXs.
Plenty of '90 race bikes in stock!

BROCKTON CYCLE CENTER

Join Tony on the Brockton Cycle Center Race Team
Otay deals on '90 Yamahas and Kawies

1 800-537-6550
(508) 584-1451

2020 MAIN STREET
BROCKTON, MA 02401

1971." Wally didn't think that was right, so we went back and checked—the first issue of *Dirt Bike* had a June, 1971 cover date, which would have put it on the stands in May, which was correct.

"Yes," replied Wally, "But doesn't that still seem weird?" After a little thought, it *was* a little weird. 1971 to 1990 is—now count it down with me—is ten, plus nine...why that's only 19 years! Even if Rick dreamed up the idea in 1970, you can't convince any of us that they were working on that first issue a full six months. Wally suggested we elicit comment from Mr. Sieman on this matter, but we know better.

Incidentally, they imply in there that *DB* was the first magazine to feature dirt bikes exclusively, but they don't come right out and say it. Good thing, too. The first copy of *New England Trail Rider* rolled through the post offices in April, 1970, published by Bob and Jane Hicks, and became the first dirt only motorcycle magazine to reach the light of day. *New England Trail Rider* was the auspicious beginning of the magazine you now hold in your hands, and it has been publishing monthly—more or less—ever since.

Now if you're really into counting, that makes next month—the April issue of *Trail Rider*—the actual, honest-to- God, indisputable 20th Anniversary Issue of the first off-road bike book in the U.S.A. Gee, maybe we'll get a cake or something....

GNCC SCHEDULE

Dave Coombs is at it again, and this is what his AMA Grand National Cross Country Championship series will look like in '90:

3/10-11 Sand Flea GNCC, Sanford NC
3/31-4/1 Loretta Lynn GNCC, Hurricane Mills TN
4/21-22 High Point GNCC, Mt. Morris PA
5/12-13 Winterplace GNCC, Beckley WV
6/2-3 Brown Jug, Brownsville PA
6/16-17 Blackwater 100, Davis WV
7/21-22 State Line GNCC, Shelby NC
9/1-2 River Days GNCC, Birch River WV
9/15-16 Buckeye GNCC, Waterford OH
10/6-7 Forest Festival GNCC, Elkins WV
10/27-28 Hardrock GNCC, Fairmont WV
11/10-11 Burr Oaks GNCC, Millfield OH

LEGAL FUN

Dual sport riding is taking off in a big way in California. It makes sense; they're having so much trouble putting on races because of the desert tortoise, they might as well ride on the street. They're finding out how much fun bikes can be with license plates on the back (something we've known for quite some time, eh?).

Anyhow, a dual sport run is designed to be more street than dirt, but on all back roads and dirt woods roads. Guys are riding them on everything from old XL100 Hondas to Cagiva 650 Elefants, and they're having a blast. We have turkey runs up in New England, but you'd better have a street legal *dirt bike* if you want to finish any of them. The only dual sport we've had so far was last year's Sandy Lane Dual Sport in South Jersey, and the attendance was not so good. C'mon guys! All it takes is a little more work, on top of the season's enduro, or that hare scrambles you're putting on, or the club weekend....

Anyhow, if you're heading out to the left coast and you want to try a California dual sport ride, contact the D-37 office at 3550 Foothill Boulevard, Glendale CA 91214.

TEAM H&H MABLETON, GA.

H&H KTM
310 Bankhead Highway
Mableton, GA 30059
(404)941-9184
FAX (404)941-0220

H&H KTM proudly sponsors
Allen Gravitt
1988 FTR Enduro Champion

Distributors for
Trelleborg Tires
Duralube Oil
PBI Sprockets
Dyno Port Pipes
24-HOUR PARTS ORDER LINE
(404)941-9184

The ALL NEW

1990 KTM 250

is here and available in a VERY LIMITED SUPPLY

We can rebuild or revalve your suspension to suit your type of riding, and it isn't that expensive or difficult.

White Power Suspension • KTM Fork Mods start at $45
plus oil & shipping.

UPS **One-day turnaround on most fork and shock rebuilds.**

MasterCard **NEW! TOLL-FREE NUMBER FOR ORDERS ONLY! 1-800-344-2657** VISA

INTRODUCING

The Husqvarna TransAmerican Championship.

Husqvarna makes you a winner.

The ranks of amateur riders are full of future champions. Here's *your* shot at the prizes and prestige of the winner's circle. International exposure. And a chance to join Team Husky for 1991.

The Husqvarna TransAmerican Championship is designed to recognize talented amateur, novice and B and C enduro riders who race Huskies. It's a unique and exciting series that represents a new direction in grassroots racing. And it could be your route to the top.

Husqvarna
TRANS AMERICAN CHAMPIONSHIP

We eliminate the competition.

In the TransAmerican series, you enter the events you want. Do your best. And earn points based on your standing against other Husqvarna riders in the race—plus bonus points against all other riders. So even if you don't come in first, you can be No. 1.

Pick your four best races. And ride with the pride that comes from knowing that you're getting national recognition. As a motocross rider, you could land in the international limelight.

Get the deal from your dealer.

It's easy to enter. See your dealer for a Team Husky Rider's Resume/TransAmerican Entry Form. He'll send it to us with a copy of your AMA or local District racing card, and during the season, he'll keep us posted on your performance. We'll publish national standings regularly—so you'll know where you stand, and people will know who you are.

No excuses accepted.

***$1,795 to $2,395**

You have to ride a Husky or Cagiva to get in on the fun—and the prizes. But for riders who participate in the HTAC, we're making that easy, with a limited supply of support bikes at generous savings. Look at these prices:

- ***$1,795**-Husky or Cagiva MX
- ***$1,995**-Husky Enduro, XC or Automatics
- ***$2,395**-Husky 4-stroke XC, MX, Enduro

*Offer applies only to specified 1988 and earlier off-road competition bikes in warehouse inventory while supply lasts. Taxes, freight and dealer prep fees additional.

Make this *your* championship season!

National exposure awaits all riders in this series, and top performers will enjoy *international recognition.* The Husqvarna TransAmerican Championship could launch your racing career or give you the boost you need to make it to the top. To start *your* race to the winner's circle, see your Husqvarna dealer today.**

**Some restrictions apply.

MEMBER MIC AMA Ride safely. Always wear a helmet, eye protection and protective clothing.

Husqvarna
THE FINAL STEP UP

5 Washington Avenue • Fairfield, NJ 07006

Contact one of these Team Husqvarna dealers for your factory support ride.

Canada
CONTINENTAL MOTORCYCLE INC.
Scarborough, Ontario
(416) 292-3924

DAVE'S SMALL ENGINES
Georgetown, Ontario
(416) 877-2891

PETER HURST MOTORCYCLES, INC.
Ottawa, Ontario
(613) 741-2221

S & M MOTORCYCLES
Victoria, British Columbia
(604) 474-2088

Alaska
HONDA OF ANCHORAGE
Anchorage
(907) 279-9478

THE MOTORCYCLE SHOP
Anchorage
(907) 561-1165

Arkansas
PALMER'S CYCLE SUPPLY
Fort Smith
(501) 646-6848

SEARCY YAMAHA SUZUKI SALES
Searcy
(501) 268-9871

Arizona
BERT'S EQUIPMENT & MOTORCYCLES
Cottonwood
(602) 646-6022

DIRT AND STREET UNLIMITED
Phoenix
(602) 864-1437

EASTSIDE CYCLE INC.
Tucson
(602) 748-0760

I.M.M. INC.
Tempe
(602) 967-7805

RENAISSANCE M/C INC.
Tucson
(602) 747-2647

California
A.V. KAWASKI/YAMAHA
Lancaster
(805) 948-1019

BARBER BROTHERS
Walnut Creek
(415) 945-1067

BILL SALTZMAN M/C
Baldwin Park
(818) 337-6811

BRITALIA MOTORS
Soquel
(408) 476-3663

CYCLE IMPORTS
Santa Clara
(408) 246-0200

CYCLE SERVICE
San Pedro
(213) 548-6874

CYCLE WEST
Petaluma
(707) 763-2911

DYNO CYCLE
Santa Barbara
(805) 965-4855

EL CAJON YAMAHA
El Cajon
(619) 442-3338

ERIC'S MOTORCYCLE CO.
Pasadena
(818) 449-3742

EUROPEAN CYCLE SPECIALTIES
Garden Grove
(714) 530-2711

FRISBIE'S CYCLE SALES
Redding
(916) 241-1832

HALL BURDETTE INC.
Sacramento
(916) 925-1797

LA HABRA SUZUKI
La Habra
(213) 691-3273

MALCOLM SMITH MOTORCYCLES
Riverside
(714) 687-1300

MOORE AND SONS
Santa Cruz
(408) 475-3619

MUNROE MOTORS INC.
San Francisco
(415) 626-3496

PHIL'S MOTORCYCLE SALES
Grover City
(805) 481-0830

PRO CYCLE KTM
Placentia
(714) 524-5441

PRO-ITALIA MOTORS
Glendale
(818) 249-5707

RON BISHOP MOTORCYCLES
Escondido
(619) 747-1360

SIMI VALLEY CYCLES
Simi Valley
(805) 522-3434

SONNY ANGEL MOTORCYCLES
National City
(619) 477-8120

SUZUKI OF VAN NUYS
Van Nuys
(818) 994-2800

UP-TITE HUSQVARNA
Santa Ana
(714) 540-2920

Colorado
BOOKCLIFF CYCLES
Grand Junction
(303) 242-7649

THE DIRT BROKER
Lakewood
(303) 234-1051

Connecticut
MARSH MOTORCYCLE CO., INC.
East Windsor
(203) 623-7795

MIDTOWN KAWASAKI LTD.
Rocky Hill
(203) 721-0193

PRECISION CYCLE
West Willington
(203) 429-1466

Delaware
TRACK & TRAIL, INC.
New Castle
(302) 323-9044

Florida
BEACH SPORTCYCLES
Cocoa
(407) 631-5571

HERITAGE CYCLES
Fort Walton Beach
(904) 862-4706

YAMAHA GOLD COAST CAGIVA
Miami
(305) 685-8333

Georgia
CYCLE SPECIALTIES OF ATHENS
Bogart
(404) 543-0235

Hawaii
SANDY BRODIES WAIPAHU CYCLES OF HAWAII
Waipahu
(808) 671-2691

Iowa
A-1 CYCLE CENTER
Davenport
(319) 326-1555

MOTO SPORTS
Des Moines
(515) 285-8014

Idaho
CYCLE NUTS AND BOLTS
Garden City
208-376-1280

SUZUKI CAGIVA OF TWIN FALLS
Twin Falls
(800) 666-4644

Illinois
BOLLENBACH ENGINEERING
East Dundee
(312) 428-2800

FRANK BONNER'S CYCLE
Mt. Vernon
(618) 242-4769

HALL'S HARLEY-DAVIDSON
Springfield
(217) 528-8356

ILLINOIS KAWASAKI
Des Plaines
(312) 299-6604

M.C.C.
Lombard
(312) 495-2273

Indiana
ACTION CYCLE
Mishawaka
(219) 256-1020

ATKINS CYCLE SALES & SERVICE
Marion
(317) 674-6577

HONDA OF GREENSBURG
Greensburg
(812) 663-2009

ROLLISON HONDA-YAMAHA
Bloomfield
(812) 384-4493

Kansas
LETKO COMPETITION CYCLES
Kansas City
(913) 334-2410

MID-WEST MOTORS
Pittsburg
(316) 232-1839

Kentucky
J & L SMALL ENGINE
Hopkinsville
(502) 886-0812

Louisiana
VERNONS CYCLE SHOP
Gretna
504-366-3021

Massachusetts
BELL STONE CYCLE INC.
Pittsfield
(413) 443-9407

BETTENCOURTS MACHINE CO.
West Bridgewater
(508) 587-1701

BRODERICK'S CYCLE
Dalton
(413) 684-3945

EASTERN CYCLE SALVAGE
Beverly
(508) 922-3707

G & G CYCLES
Salisbury
(508) 462-7900

HOGANS CYCLE SHOP
Agawam
(413) 786-9170

MOREL'S CYCLE
North Attleboro
(508) 695-2061

BAY AREA CYCLES
Kingston
(617) 585-5088

Maryland
BATTLEY CYCLES
Wheaton
(301) 942-9440

KARSON'S SUZUKI
Joppa
(301) 675-1919

Maine
BRUNSWICK CYCLE & SLED
Brunswick
(207) 729-3023

YVON'S TRACK & TRAIL
Lewiston
(207) 782-5115

Husqvarna

Michigan
LANSING CYCLE
Lansing
(517) 393-6477

THE HUSKY SHOP
Auburn Hills
(313) 332-3122

TOUR 'N TRAIL
Lincoln Park
(313) 386-4150

Minnesota
DELANO SPORT CENTER
Delano
(800) 827-2530

LARSON'S, INC.
Cambridge
(612) 689-2760

WHEELS UNLIMITED
Rochester
(507) 288-5630

Missouri
DONELSON CYCLES
St. Louis
(314) 427-1204

DONELSON CYCLES
St. Louis
(314) 849-1830

DONELSON CYCLES
Flat River
(314) 431-3690

FREEDOM KAWASKI/HUSQVARNA
Warrensburg
(816) 747-9722

FREEDOM KAWASKI/HUSQVARNA
Grandview
(816) 761-5552

Montana
GOLD RUSH CYCLE
Helena
(406) 449-7449

POET MOTORCYCLES
Bozeman
(406) 586-7147

SMITH & JONES COACHWORKS
Missqula
(406) 728-5341

North Carolina
CUNNINGHAM CYCLE WORLD
Fayetteville
(919) 864-1101

CYCLETRONICS
New Bern
(919) 633-6186

FORSYTH MOTOSPORTS, INC.
Winston Salem
(919) 767-2020

MIDWAY CYCLES
Lillington
(919) 893-6647

MOUSE'S CYCLE AUTO
Jacksonville
(919) 346-1010

North Dakota
SIOUX CYCLES
Mandan
(701) 663-4023

New Hampshire
KAWASAKI EAST
Nashua
(603) 889-2166

ANDERSON MOTORSPORTS
Nashua
(603) 889-2334

New Jersey
AMOL MOTORCYCLES
Dumont
(201) 384-1103

L-L CYCLE INC.
Lakewood
(201) 370-1010

TOWN & COUNTRY CYCLE CENTER
Sussex
(201) 875-2111

New Mexico
ALBUQUERQUE YAMAHA
Albuquerque
(505) 292-8011

Nevada
CARSON CAGIVA-HUSQVARNA
Carson City
(702) 883-1904

DYNA/RENO
Reno
(702) 323-8846

SPORTSMAN CYCLE
Las Vegas
(702) 641-6401

New York
GHOST MOTORCYCLE SALES
Port Washington
(516) 883-5300

JIM MORONEY'S CYCLE
Newburgh
(914) 564-5400

MOTORCYCLE MICRO BORE
North Syracuse
(315) 458-2406

WILLIAMSVILLE WELDING
Holland
(716) 537-2309

Ohio
APPALACHIAN CYCLE
Wellston
(614) 384-6861

DAYTON BMW/HUSQVARNA
Dayton
(513) 293-1071

DIRT 'N ROAD WORKS
North Jackson
(216) 538-2220

GREAT LAKE HARLEY DAVIDSON
Mentor
(216) 946-9600

NATIONAL ROAD YAMAHA
Zanesville
(614) 452-7597

WHEELSPORTS, INC.
Reynoldsburg
(614) 864-0010

Oklahoma
ATLAS CYCLE SALES
Tulsa
(918) 835-9959

Oregon
D & S CYCLE SUPPLY
Tigard
(503) 639-8600

EURO SPORT INC.
Portland
(503) 245-1377

G & G CYCLE
Albany
(503) 926-9320

HUSQVARNA OF GRESHAM
Gresham
(503) 667-3970

Pennsylvania
B & B SALES
Lancaster
(717) 569-5764

CROSS ROAD CYCLE
Harrisville
(412) 735-2453

DEE BEE SALES AND SERVICE
Altoona
(814) 943-0081

DIRTY HARRY'S DIRT BIKES
Verona
(412) 828-2667

JAMES P. HOWELL HARLEY DAVIDSON
New Kingston
(717) 766-9366

M J BOHN CYCLE SHOP
Pittsburgh
(412) 882-4330

MONTGOMERYVILLE CYCLE CTR.
Montgomeryville
(215) 699-7511

SANTICH IMPORTS
Pittston
(717) 654-4252

Rhode Island
RAZEE MOTORCYCLE CENTER
North Kingstown
(401) 295-8837

South Carolina
CAROLINA WHEELS & PROPS
Myrtle Beach
(803) 626-7920

LUKE'S CYCLE SERVICE INC.
Summerville
(803) 871-5371

LUKES KAWASAKI
North Charleston
(803) 572-4541

UPSTATE CYCLE
Greenville
(803) 232-7223

Tennessee
YAMAHA CAGIVA OF KNOXVILLE
Knoxville
(615) 689-2454

Texas
A.J. FOYT CYCLE, INC.
Houston
(713) 445-4227

CYCLE SHACK
Lubbock
(806) 797-7449

CYCLE SHOP INC.
Brownsville
(512) 544-3141

CYCLE TOWN SOUTH
Desoto
(214) 230-1870

STORM'S CYCLE SALES
Grand Prairie
(214) 262-3313

SUZUKI OF CORPUS CHRISTI
Corpus Christi
(512) 854-0222

U.S. CYCLES INC.
Universal City
(512) 659-1971

Virginia
BARE BROTHERS
Bristol
(703) 669-1000

MOTO EAST/USA, INC.
Fredericksburg
(703) 373-6806

Vermont
CYCLE SPEED
Waitsfield
(802) 496-6001

Washington
DICK'S SUZUKI
Spokane
(509) 535-4114

GRAND PRIX MOTORCYCLES
Lynnwood
(206) 771-2661

HUSQVARNA NORTHWEST
Tacoma
(206) 531-4688

MOTOCENTRE
Yakima
(509) 453-2121

SUZUKI/YAMAHA NORTHWEST
Centralia
(206) 736-0166

VALLEY SAW AND CYCLE
Leavenworth
(509) 548-5881

Wisconsin
BOB BARR KAWASAKI
Madison
(608) 222-6800

HANSEN MOTORCYCLES
Manitowoc
(414) 684-0237

West Virginia
RIDERSVILLE CYCLE
Berkeley Springs
(304) 258-1449

Wyoming
EUROPEAN CYCLE VILLAGE
Casper
(307) 266-4930

FRONTIER CYCLES
Laramie
(307) 742-2606

MEMBER MIC AMA
Ride safely. Always wear a helmet, eye protection and protective clothing

SUZUKI'S THUMPERS

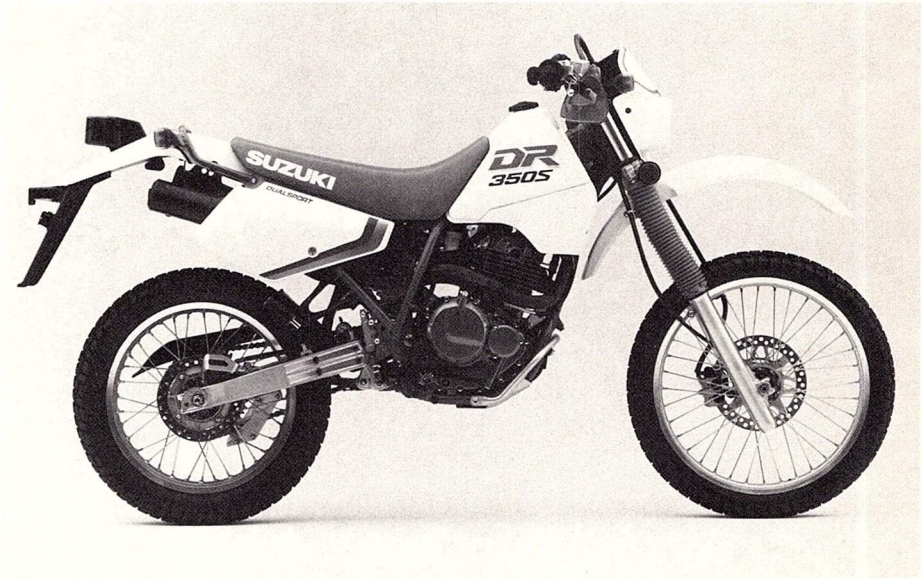
The street-legal dirt bike is finally here!

Palm Desert, CA

American Suzuki finally introduced their new machines for 1990 at a special dealer presentation in Palm Desert, California. Trail Rider was invited out, after much whining, pleading, and soul- selling on our part, and it took about 14 seconds to decide if the trip was necessary. Hmmmm. For one, we knew they were going to introduce their new four strokes out there, and, more importantly, it was 20 degrees and snowing outside.

Tough choice, huh?

A line of four strokes is what we wanted to see, and they were there, in all their thumper glory. The dirt/racer portion of the new line was represented by the DR250 and DR350, a very new pair of machines with an old name (there is absolutely no relation to the DRs that debuted in 1979).



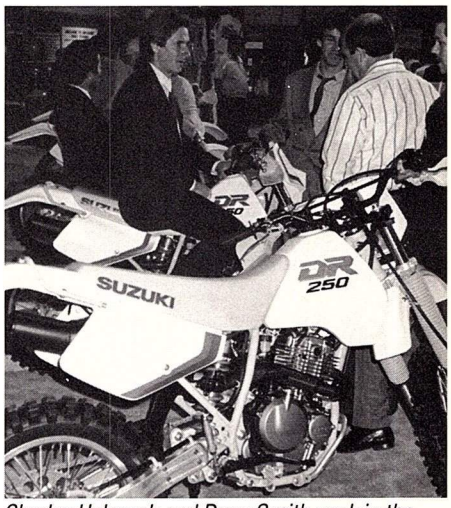
Here's our favoritestreet-legal, dirt worthy, $3299.
We've got a spot in the garage for a 350-S, and if it works as good as it looks, it won't go back!

NEW TECHNOLOGY

The 250 and 350 use a new generation engine that is traditional in basic design, but very innovative. For example, the compact, dry- sump four-valve engine is air-cooled, but it uses a high-volume oil pump to force oil through the engine quickly and back into the frame reservoir, creating a type of "oil-cooled cylinder 170 effect. This is intentional, of course, and if it works as well as intended the combination of a large quantity of oil and cool running should ensure a very dependable engine.

The DR's bright yellow chassis is also quite new, and shockingly colorful. But, if you look closer you see a swingarm that is an obvious composite, with the arms bolted to the lever section. The arms are actually glue-bonded to the lever, and then bolted for extra security. This gluing technology is not new, it's actually very common in the aerospace industry, and is reputed to create a connection that is stronger than the base material alone. The lever section is an aluminum casting, while the arms are forged; and doing it this way is much less labor-intensive than the traditional method of painstakingly jigging and welding a swingarm. Reliable word has it we'll see a composite swingarm on the RMs next year.

Forks on the DR are the 43mm cartridge units formerly used on the RM. They feature adjustable compression damping and externally adjustable spring preload. The shock is a remote-reservoir Showa unit with adjustable compression and rebound damping, hooked to a Full-Floater linkage system that bristles with grease fittings.



Charles Halcomb and Drew Smith explain the DRs to dealers.

Along with the usual Japanese and west coast development testing, the prototypes of the DRs were also tested right here in northern New Jersey, with the help of Drew Smith, and Drew says the suspension valving is right on. He has no reason to lie. Both bikes have 11 inches of travel at both ends.

Disc brakes front and rear, a halogen headlight, a little odometer, and a reasonably quiet muffler are all standard. The 250 weighs in at 247 dry, and the 350 is 249. The best feature of all though is the price—brand-new machines for $2,999 for

The DR250-S offers dirt technology in a sub-$3000 street legal package. No fairings, just basic fun riding!

The DR250 is the price leader, listing for $2999.

the 250, and $3299 for the 350. If they work as good as they look, that's a steal.

DIRTY STREET MACHINES

The most exciting thing to us, at the show, was the DR250S and 350S. They make a DR650S as well, which shares all of the chassis features of the smaller machines, but let's face it—a 650 dual sport machine is aimed right at the dual sport/touring enthusiast, and we're more interested in straining our bikes through trees.

Suzuki left nothing out of the DR-S DualSport models. Unlike the typical "street/trail" treatment we're used to, where the road-going models are handed the leftover technology, cheaper construction and heavier parts, these DualSport Suzukis are complete in every respect. Fully adjustable cartridge forks are there, also a fully adjustable shock. All the alloy parts have been retained, and the chassis configuration is essentially identical to the DR.

The difference in the DR-S is what has been added, not left out. Since the DR-S machines are fully street-legal in 50 states, it was naturally necessary to add the equipment required by the federal Department of Transportation. The DR-S models use a steel gas tank, because that's what the Feds want. They have full instrumentation and a key lock, quartz-halogen lighting, turn signals, a brake light, and a battery. The tires are DOT-approved dual sport tires. They have mirrors and passenger pegs and a different muffler. It's a lot of gear, but it's all necessary for the road, and Suzuki added it on carefully, to reduce impact to the basic design. They call it the "barely street legal" package, and they're very

The DR350 is bound to be the most popular thumper this year.

Kevin Hamilton is no longer associated with Anderson Motorsports, but watch for the grand opening of Hamilton Sportcycles, Inc. in Hampstead, New Hampshire.

KTM Parts, Accessories, and Service

Shock Service, Used and Vintage Bikes
Parts and Accessories for All Brands
USED PARTS AND SALVAGE

MasterCard UPS VISA

KTM

HAMILTON SPORTCYCLES
11 HAZEL DRIVE (ROUTE 111)
HAMPSTEAD NH 03841
(603)329-7115 • (603)329-4763

The RMX has a new exhaust valve, and better suspension.

close to the mark.

This equipment adds 11 pounds to the DR-S, true, but listen to this: along with it you get a clean title and the ability to license it anywhere, and the DR-S doesn't cost a cent more than the dirt-only DR! With the DR being already downright cheap, we were floored by this news! What would you expect to pay for all that lighting equipment and the legal parts if you were trying to get your dirt bike legal? Hey—the DR is a bargain, but in our opinion Suzuki is giving the DR-S away!

Also at the show was the new RMX for 1990, which looks the same but has received some valuable improvements. Suzuki has changed to a two- stage exhaust valve to pull out better midrange and low-end power, and they also redesigned the cylinder head to help smooth out the power. There's also a removable separate clutch cover to make service work a little easier.

Suspension at both ends has been re-valved and re-sprung. The '89 didn't need much work in this department, but hopefully this year it'll be perfect. The RMX is still EPA-legal in stock form, meaning if you want to release the bike's full horsepower potential you'll have to go through the "unplugging" process again, but the labor is definitely worth it.

We spent a whole day poking and sniffing around these new machines, and then a day lounging around the pool thinking about it all. What's it going to be like riding them? We don't know; but side conversations with Drew Smith, Randy Hawkins and Charles Halcomb have left us with a lot of optimism. We'll be getting test bikes when they're available; and until then we'll be waiting impatiently, no doubt about it.

Randy Hawkins signs posters, while Halcomb folds. Randy wants to ride the thumpers in the Qualifiers this year.

HARE SCRAMBLES
MOTOCROSS
ENDURO
...WE HANDLE IT ALL!

YVON'S Track 'n Trail

NOW SELLING KTM, TOO!
HUSKY, KTM AND CAN-AM PARTS
HEADQUARTERS IN THE FAR NORTH!

KTM
Husqvarna

Yvon's Track 'n Trail
Route 202
1095 Main St.
Lewiston, ME 04240
207·782·5115

The Maine reason to ride Husky

New Model!

AutoCal™

Electronic Odometer

Our latest model achieves the ultimate in Enduro accuracy - it monitors the calibration throughout the entire race and automatically re-calibrates to match the bike used to layout each section! Additional features include "AAA" batteries for years of run time, a more rugged sensor with TuffShield wire protection, and much easier programming of race data. Complete kit with full mounting hardware for all bikes is $199.95

Standard Electronic Odometer
Automatic Resets, adjustable wheel size, Speed and Peak Speed readout - all features which make it the most popular odometer in the sport. $179.95

Pro 3 Enduro Computer
Easy programming, possible check readout, built in clock, 1 year warranty - the Pro 3 has it all. $179.95

TimeMaster Enduro Clock
A rugged clock designed just for Enduros. $89.95

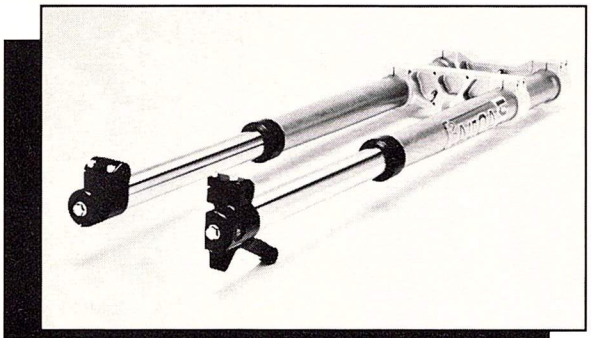
Bark Busters
The original and still the best, featuring special mounts for aluminum bars. $39.95

Call Toll-Free today for more info
ICO Racing
1-800-331-0470
LA (504) 882-3107 FAX (504) 882-7700

A FULL PAGE OF REASONS TO CALL...

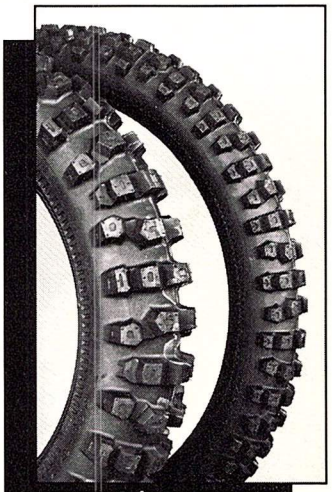
EXHAUST

Pro Circuit Power Pipes...from $149.95
SuperTrapp Exhaust .....from $79.95
WB Megalloy Exhaust.....from $115.00
Answer Silencers .....from $39.95
Answer Spark Arrestors.....from $59.95
Answer Legalizer Spark Arrestor ...from $44.95



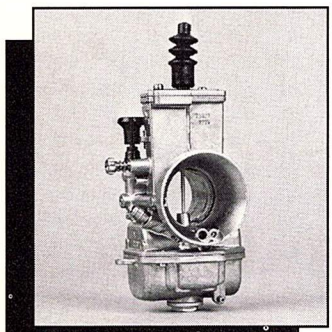
SUSPENSION

WB Pro Shock Service ...$115.00 plus parts
WB Pro Fork Service....$80.00 plus parts
WP/PS Shock Springs .....from $69.95
WP/PS/ATK/AMP Fork Springs ...from$49.95
Repl. Shock Seals and Housings ...from $8.50
Spectro/WP Suspension Fluids ...from $13.95
Spectro/WP Fork Oils.....from $5.95
Devol Steering Stabilizer.....$199.95
WP Super Adjuster Shocks ...from $371.50
WP Forks .....from $824.50
Suspension Servicing Tools ..from $9.95
WB Suspension Adjustment Guide ...$4.95
PS Magnum Shocks .....from $119.95



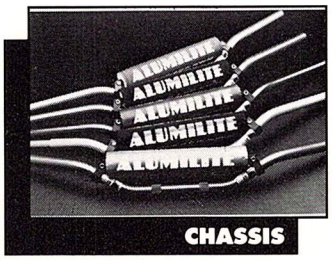
WHEELS/DRIVE LINE

Tsubaki Chain .....from $11.15
TT Alloy Rear Sprockets .....from $35.00
TT Steel Countershaft Sprockets .$14.16
Super Roller Chain Rollers.....$14.15
Bridgestone Tires .....from $44.37
Grand Sport Dual Purpose Tires ...from $33.00
Grand Sport Tubes.....from $6.67
Tire/Tube Repair Kits $22.95



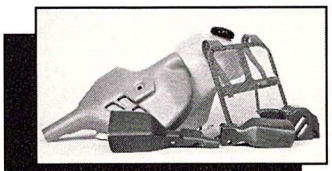
INTAKE

Twin-Air Filters .....from $20.95
K&N Filters .....from $17.97
Filtered Airbox Vents (4) $4.95
Russell Fuel Filters $11.00
Mikuni Carb Kits .....from $132.95
Boyesen Reeds .....from $10.65
FMF Power Reed Cage $84.95
FMF Power Reed Booster ...from $29.95
Boyesen Rad Valves .....from $124.95



CHASSIS

TMV Fender Brace $16.50
CEET Seat/Tank Covers ....from $25.95
CEET Replacement Seat Pad.....$29.00
Answer Bars .....from $24.95
Answer Accutrax Bar Stabilizer...$29.95
TMV Crossbar Pad.....$6.95
TMV Shorty Levers.....$14.95
TMV/WB Grips.....$5.95
Answer Stick-on Numbers (10).....$4.99
Folding Shift Levers $21.95
Enduro/Super Jug.....from $19.99
K&N Brake Pads.....$15.95
Brake Snake $5.95
WB Bolt-on Side Stand.....$59.95

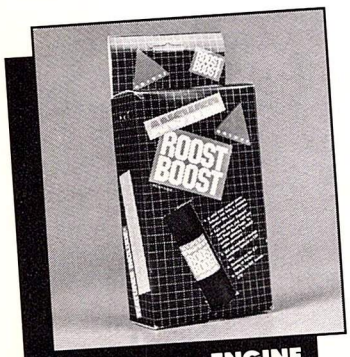


PLASTIC

TMV Fork/Disc Guards.....from $24.95
TMV Rear Disc Guards.....$20.95
Devol Fork Tube Guards $18.95
Polisport Front Fenders $18.95
Polisport MX Rear Fender $17.50
Polisport Enduro Rear Fender $29.95
Polisport Enduro Headlight $32.95
IMS Baja Gas Tanks .....from $119.95
TMV Front Number Plates..from $24.95
Polisport/TMV/Maier Handguards.....from$15.95
TMV/PS Master Cylinder Guards ...from $8.98

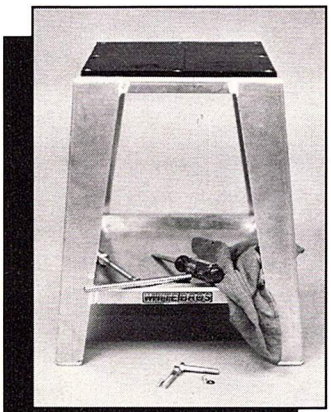
APPAREL

WB Pro-Line Jersey $44.95
WB T-Shirts (long and short sleeve) ...from $12.95
WB/WP/Twin Air Caps (vented & cord).....from $9.95
WB Team Sport Shirt.....$22.95
WP Jackets.....$119.95
WB Sweatshirts/Jerseys .....from $34.95
WP/Twin Air T-Shirts .....from $13.95
Sticker Packs(12 assorted stickers)$6.95



ENGINE

Wiseco Piston Kits .....from $63.88
Arias Piston Kits .....from $86.95
WB Performance Cams .....from $72.00
R&D Valve Spring Kits .....from $27.19
HD Clutch Springs .....from $12.95
Easy-Clutch $39.95
Answer Roost Boost $59.95



EXTRAS

WB "Last" Stand.....$69.95
PS Foot Lift Stand $89.95
Alloy Loading Ramp.....$55.95
Posa Tie Downs (set) $16.25

ALLOY PROTECTION

JC Products Radiator Roostguards. ...from $25.00
Devol Radiator Guards $20.95
Devol Waterpump Guard $18.95
Devol/TMV Rear M/C Guard ...from $14.95
Devol Front Disc Guard $39.95
Devol Rear Disc Guard $45.95
Woods Pro Handguards.....$41.95
Devol/Banzai Bros. Pipe Guards ...from $37.95
Skid Plates/Supercross Glide Plates ...from$49.95
Devol/Baja Products Chain Guide Braces.....from $21.95
Devol Front Reservoir Guard $16.95

...THE BROS!

WHITE Brothers

(714)554-9442

Charge to MasterCard, Visa or UPS C.O.D. Also available through your dealer. Send $3 for the WORLD'S LARGEST PERFORMANCE CATALOG 14241 Commerce Dr., Garden Grove, CA 92643

The Last Fling until Spring

CHILLY CHILI REDUX

You may not have seen it on the schedule, but you missed out if you didn't ride it last year!

By Steve Tower

Plymouth, MA

To most trail riders the end of another NETRA season is a big letdown. The usual ideal New England riding conditions give way to shorter days and colder temperatures. Nothing can brighten these otherwise gloomy days than the thought of an end of the season turkey run like the annual Chilly Chili.

Last year's Chilly Chili attracted an estimated 300 riders. That's more than some national enduros draw. Temperatures in the 50's and sunshine most of the day made the 1988 event one of the best ever and left riders who did not attend kicking their behinds. The perfect conditions made the event a favorite with NETRA riders, and made this year's event a much anticipated happening.

What no one did anticipate was the foot of snow that fell in Southeastern Mass. on Thanksgiving eve, November 23rd, three days before the event. The snow blanketed the entire course, making it near impossible to arrow and forcing trail boss Doug Mills to postpone the event for a week.

The next week was filled with temperatures in the teens and twenties and a constant threat of snow. Forecasters had everyone in New England believing that Saturday night would be a repeat of the Thanksgiving storm. Not so. The storm turned out to sea, leaving the gate open for what should have been a great ride. Unfortunately, a lot of riders had already made up their minds not to attend, and stuck their bikes in some lonely dark corner of the garage for another winter of dust collecting.

It was a little swampy in spots, but what do you expect for Massachusetts in the early winter? Yes, there was ice, too.

Having not ridden for three weeks, I decided to ride the event no matter what the conditions were. My day began with a short trip around the back parking lot to warm my bike up, and with a simple blip of the throttle I succeeded in crushing my undented pipe and tearing a hole in my riding pants large enough to drive a truck through. Needless to say it wasn't a good start. Luckily the only people to see me go down were two guys picking up their ATKs after doing the exact same thing.

What I learned from this little mishap was that I should have either rode to the event in street clothes to take pictures and spectate, or forked over enough money to buy some studded tires. I did neither and had to head out for a 60-plus mile journey on old tires, which left me off the trail in more than one spot.

The deer hunting season in Massachusetts lasts about as long as a Motoworld commercial break—well maybe a little longer, but never longer than Larry Maiers' introduction—and unfortunately for the Pilgrim Sands Trail Riders deer hunting season falls at the same time they put on the Chilly Chili.

It seems that there were not too many deer in the woods this year, because most of the shots fired were at NETRA arrows. It was not uncommon to see arrows that were suppose to be marking the course in little pieces on the ground. This left most of the early riders—including myself—circling the course wondering if we would run out of gas before the first gas stop.

NEW MANAGEMENT, BUT THE SAME GREAT SERVICE!

KTM

Suspension Tuning & Engine Blueprinting

CYCLE DYNAMICS
74 Garden Street
Feeding Hills, MA 01030
(413)786-0141

GREAT MOTORCYCLE ADVENTURES

Call or Write for Brochure, Dates & Rates:
(800) 642-3933
or
(409) 866-7891
8241 Heartfield Ln.
Beaumont, TX
77706
USA

MEXICO

Trail Rides ▲ Road Tours

Jart PROFESSIONAL ROLLCHARTS

ANY ENDURO
ANY TRAIL RIDE
ANY PLACE
★ VERSION FOR ANY RIDER
★ CHOICE OF AA & FACTORY RIDERS

CALL OR WRITE:
1210 N. JEFFERSON ST. #H
ANAHEIM CA 92807
(714) 666-0136

*JART Rollchart Sample

9:27	38.8	24
9:28	39.2	24
9:29	39.6	24
9:30	40.0	24
9:31	40.4	24
9:32	40.8	24
9:33	41.2	24
9:34	41.6	24
9:35	42.0	24
9:36	42.4	24
9:37	42.8	24
9:38	43.2	24
9:39	43.6	24

With a little help from one of the course marshals enough riders made it out of the target practice area and cut a groove for the rest to follow.

The second half of the course sent riders up along Route 44 towards the town of Middleboro, on some nice trails that were close enough to the road that local hunters did not stand a chance of spotting one of their fleet-footed quarry. This also meant that riders were able to follow well-marked trails without the risk of running into another rider. The ride ended with a trip back to Plymouth along mostly paved roads, which left most riders with cold feet and hands.

For those people not familiar with the Chilly Chili, its name explains it all. "Chilly" is what happens to anyone who rides a motorcycle through frozen mud and axle-deep waterholes at the end of November, and "Chili" is the reward for doing just that. Because of the popularity of the event and the size of the turnouts in the past, the Pilgrim Sands Club cooked up 200 pounds of chili for this year's event.

The Chilly Chili always means plenty of wide trails and good woods riding. A little bit of cold weather just adds to the fun.

The earlier date's snow melted, but the sandy ground was still plenty frozen. Stay upright and out of the puddles!

Two varieties of chili were offered, "4-stroke" was the name given to the mild version which delivered gas in a smooth, predictable manner, much like the feeling you get aboard a XR250. The "Two-stroke" version was not made for the faint hearted, it came on abruptly, accelerated hard through the mid-section and was guaranteed to leave those who endured it with some soreness the next day. Much the same feeling as riding a 1985 CR500.

Hats off to trail boss Doug Mills and all the members of the Pilgrim Sands Trail Riders who braved the snow and cold weather to put on this year's Chilly Chili. For the 85 riders that did show up, it turned out to be a great ride. As for the rest of you NETRA members who sat at home collecting dust along with your bikes, you'll just have to wait until next year.

Z RACING

American designs applied to KTM motorcycles

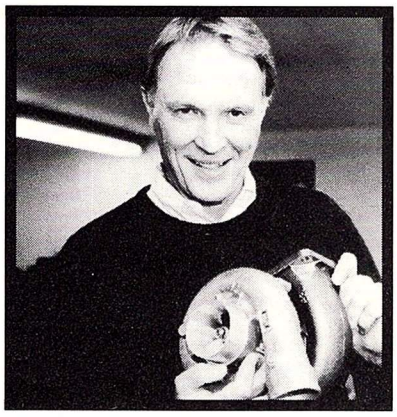
American designed exhaust pipes, special Keihin carb kits, the top KTM suspension designer in America, water pump guards, KTM clothing, radiator guards, replacement parts, fast delivery

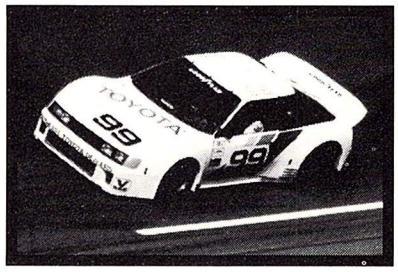
(714)524-5441 24 HOUR FAX LINE (714)993-7714

330 "L" E. ORANGETHORPE•PLACENTIA•CA•92670

"I like to stay abreast of what's occurring right now, so I read MOTORCYCLIST and DIRT RIDER."

—Dan Gurney





Name: Dan Gurney

Occupation: Owner and president, All American Racers, Inc.; retired race car driver

Company description: "All American Racers was founded in 1964. We began designing and building the Eagles in 1965, and we also prepare the Toyota Celica Turbos that compete in the IMSA GTO class. In fact, we just won the IMSA GTO Manufacturer's Championship, and our team won the drivers' title. We have a complete racing facility that includes a machine shop, engine R&D department, wind tunnel, composite construction shop where we make bodywork, and a parts department."

Track record: Started racing a Triumph TR-2 in 1955; became factory Ferrari Formula One driver in 1959; has won seven Formula One races, including four Grands Prix; victory in 1967 Belgian GP, piloting his own Eagle, was first GP victory by an American in an American car in 46 years; first roadracing driver to make switch to NASCAR Grand National stock car racing—had record five straight wins in Riverside 500; first driver to win championship races in four major types of motorsports competition: Formula One, sports cars, stock cars, and Indy cars, 1967; with A.J. Foyt, won LeMans 24 Hours, 1967; placed second at Indianapolis 500, 1968, 1969, placed third, 1970; first racer to take a large American sedan to England and compete in "saloon" races; retired from racing in 1970 with 37 wins in 18 countries and 25 makes of cars; Eagles have won Indy 500 three times, USAC National Championship twice, Formula A Championship twice; in 1973, 21 of 33 cars on starting grid of Indy 500 were Eagles, a first for any manufacturer; two-time winner, Society of Automotive Engineers' "Builder of the Year"; two-time winner, Martini & Rossi "Sportsman of the Year"

Riding history: "I've been a motorcycle enthusiast since I was 12 years old, before I was allowed to own one. The first bike I bought was a Triumph Thunderbird. I've never really raced bikes, though I rode the Big Bear run a couple of times back in the old days. In '58 I finished 11th in class and 21st overall out of 640 riders; I was so proud I could hardly stand it."

Riding preference: "What I like best is just going off to the mountains exploring. I love to just get out and say, 'Let's see if we can get over there.' "

Bikes currently owned: "I own a Honda CR500 that I use for rides like the Colorado 500, a Yamaha IT490, Yamaha Vision, and a bunch of singles. I'm not a real big fan of big four-cylinder bikes. Right now I'm modifying an older Honda single we call the 'Alligator' because you sit kind of low on it. I'm also modifying a 350 Yamaha trials bike for general off-road riding. It has more fuel capacity and you can sit on it and ride it like a regular motorcycle, but it's light and climbs like nobody's business."

Magazines: "I'm a little bit of a nostalgia freak, but I also like to stay abreast of what's occurring right now, so I read MOTORCYCLIST and DIRT RIDER. I especially like the racing coverage and travel-type pieces that involve endurance, exploring, or unusual places to ride, but when it comes right down to it, I like it all."

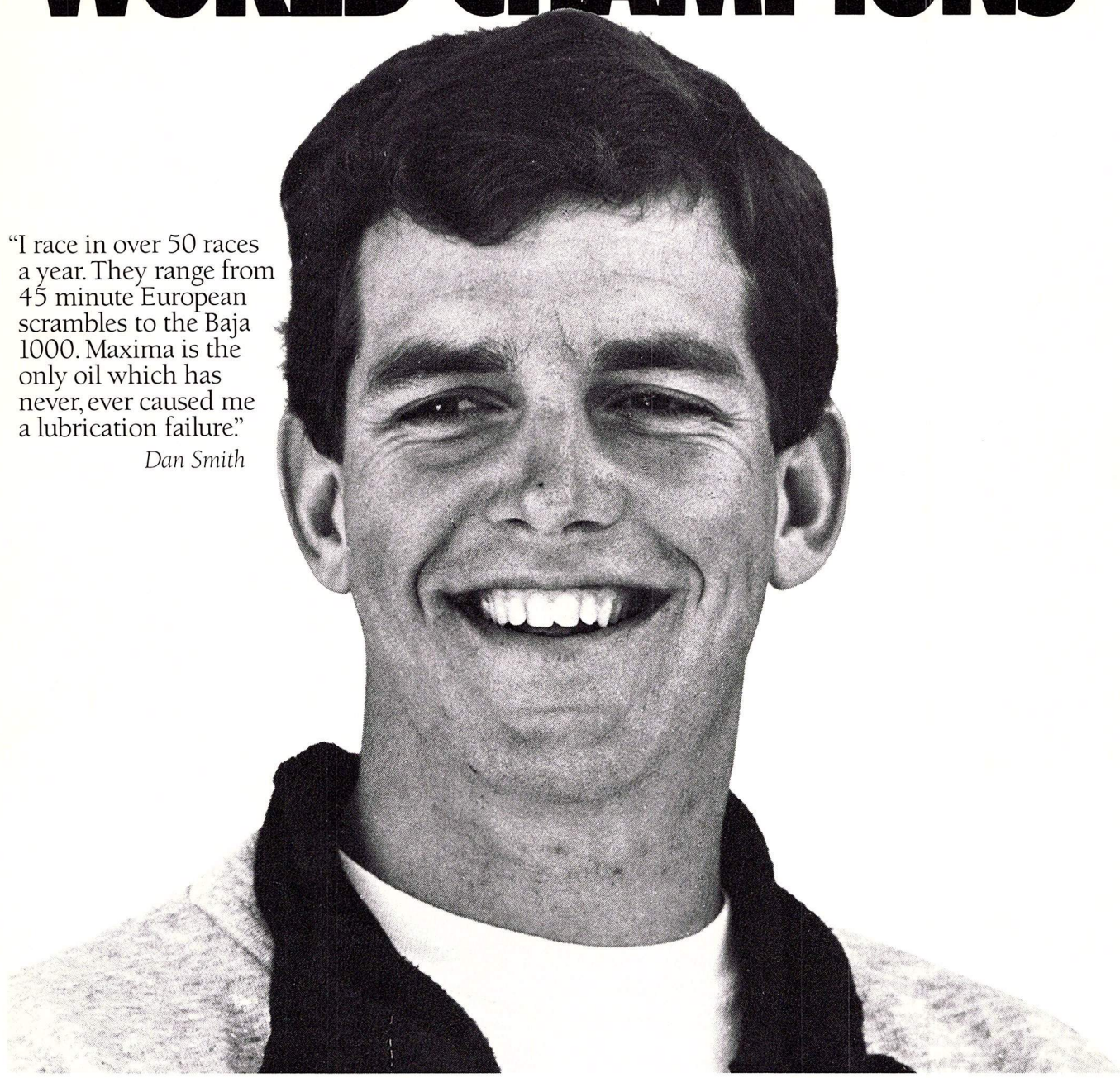
This endorsement is purely voluntary. No fee or other consideration is paid.

AT NEWSSTANDS FOR $24.00 PER YEAR OR BY SUBSCRIPTION FOR $15.94. FOR SUBSCRIPTION ORDERS CALL (213) 854-2470.

WORLD CHAMPIONS

"I race in over 50 races a year. They range from 45 minute European scrambles to the Baja 1000. Maxima is the only oil which has never, ever caused me a lubrication failure."

Dan Smith



3 Time AMA National Hare & Hound Champion
4 Time World Hare & Hound Champion
2 Time SCORE/Baja Champion
6 Time AMA District 37 Desert Champion
3 Time Barstow to Las Vegas Hare & Hound Champion

MAXIMA
Racing Lubricants

Pro Hat & Decals: $10.00 (Cont. U.S.A. Only)
10969 Wheatlands Ave., Suite A
Santee, CA 92071 · 619-449-5000
In Canada: Wheels West: 202-775-0048
Full Bore Dist: 416-624-0222

PEDDLER ATB CLASSIC

Mountain biking in North Jersey

by Linda Neville, photos by Greg Brower

Allaire State Park, NJ

The third annual Peddler ATB Classic held at Allaire State Park on November 19, 1989, captured the essence of what mountain biking is all about—fun for everyone!

When you mention Allaire to uninitiated local riders, don't be surprised to hear the word "Ugh!" Allaire is a mostly flat, vast maze of sandy fireroads and trails. The sand varies from the deep sugar variety to traction-defying pea gravel. It's not typically the ideal surface for a bike race, but clever course planning and perfect weather turned Allaire into Mountain Bike Heaven for this event. Brilliant sunshine and brisk, ground-hardening temperatures made for perfect riding conditions.

Packed with fun, single-track trails, Allaire was the perfect venue for the Peddler Classic.

The Peddler event consists of two separate forms of "racing," a multi-lap scrambles on a five-mile loop, and an observed trails. The only hitch in the program was the late start of the observed trials—two o'clock p.m., which gave competitors only three hours of daylight to complete the sections. The Pro class riders only managed to get in two attempts at three of the sections and one attempt at the final section, while the Beginner and Intermediate classes got all three chances at each section.

Credit must go to Wally Tunison of The Peddler for spending hours in Allaire searching for the ultimate mountain bike race course. Avoiding the sandy fire roads, Wally looked for interest and diversity. The five-mile loop began with a water crossing, a kamikaze Tomac Drop into a sandy section and an abrupt uphill, and then into a roller-coaster single track. Just when you started feeling secure, you found yourself in a steep, sandy downhill slalom ending in "Wally's Wall." The Wall was steep, and it was also unridable, giving meaning to the term "scramble."

Those who were afraid of heights could opt for Ducky's Wall, an interminable waddle up a deeply eroded horse trail that was barely bike-width. The shoulder-high berms gave riders a wild "mouse in a maze" effect. From there, the course snaked up and down hard- packed firecuts with perfectly banked berms that fast riders used to their advantage.

The race started out with a thrill, too, as the racers participated in a LeMans-type start; running to their bikes laying in the dirt alleviated much of the usual first-turn traffic. This year's winner was again Jan Wiejak, a Polish-born local rider who is fast becoming a bicycle celebrity in these parts. Jan came out on top, beating Tinker Juarez, General Bicycle's top rider from the west coast.

The observed trials had a large turnout as well, adding to the lack of light problem mentioned above. Still, even though the last trap was illuminated by car headlights, Mark Brooks dominated the event. Brooks, NORBA's second placing rider nationwide, pedaled through the sections as if they were flat ground—firewood piles, a children's fort, sand pits and a trailer cart, and an eight-foot stump as the final obstacle. All of the Pro observed trials riders can work magic on a bicycle, and they are well worth the effort to see.

The Peddler Bicycle Shop. organizer Wally Tunison, the park officials, and an arm's-length list of sponsors made the day great fun for all and profitable for the winners. See you all at the Peddler Classic next year!

How do you carry course-marking stakes on a bicycle? A golf bag, of course!

AT LAST!

KTM

IN CENTRAL CONNECTICUT!

From the Trailriding Guys at

SULLIVAN'S HONDA

Rte. 66, Middletown, CT

(203)347-3383

AXO Sport America and Sinisalo Racing USA

In March 1990, AXO Sport will shake up the off road racing world! Get in and see your AXO dealer before you get crushed!

—Larry Naston, New England Sales

AXO SPORT/SINISALO USA-WHEN YOU'RE SERIOUS ABOUT WHAT YOU WEAR

Caught between a rock and a hard place?

ENDURO There's only one way out. Introducing the 1990 KTM enduro series. We start with KTM's unparalleled success in World and U.S. National enduro championship competition. We add the technical innovations and performance updates featured in the 1990 m/x line. The result: the most competitive line of enduro machinery ever unleashed by a single manufacturer. No matter which model you choose, you'll find smooth power and even balanced handling. And no matter how far you get yourself into it your KTM e/xc has the guts to get you back out.

KTM's unparalleled range includes the 350e/xc, 300e/xc, 250e/xc, and 125e/xc, along with complete, distinct lines for desert/cross country, motocross, and four strokes. No matter where, how, or when you ride, there's a KTM engineered especially for you.

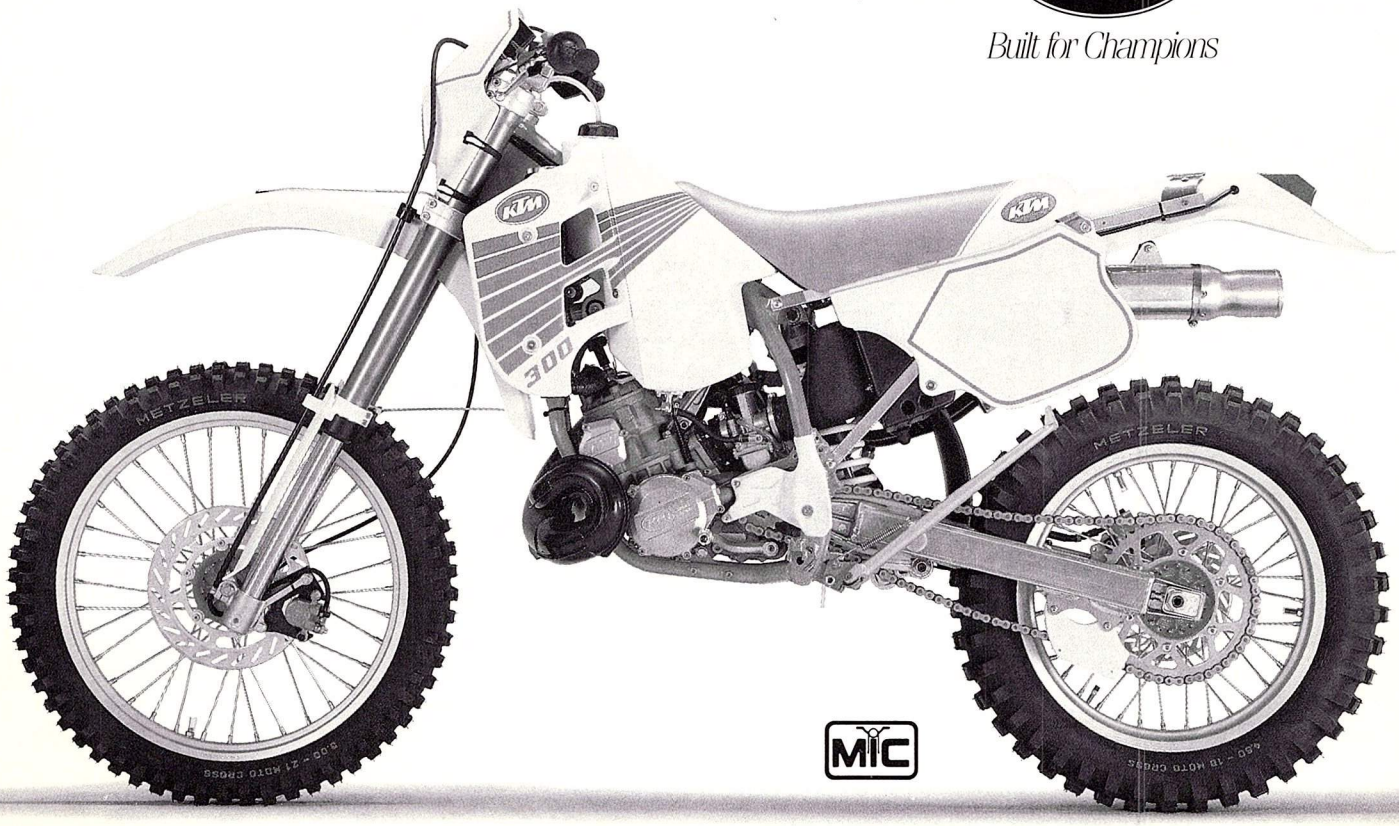
Yours free: our impressive full-line brochure, get yours now. Stop by your nearest dealer, or call or write KTM America, Inc. 1906 Broadway, Lorain, Ohio 44052, (216) 246-1060.

Protect your right to ride: Always wear protective riding gear, operate a properly muffled machine, and avoid sensitive wilderness areas. With the freedom afforded by off-road riding comes a responsibility to protect the environment. Keep off-road motorcycling a positive and safe recreational pursuit.

KTM America, Inc.
Lorain, Ohio
El Cajon, California

KTM

Built for Champions



NETRA Final Round

THE 1989 SALMON RIVER RAMBLE

Jim Mitchell tops NETRA's final enduro for 1989

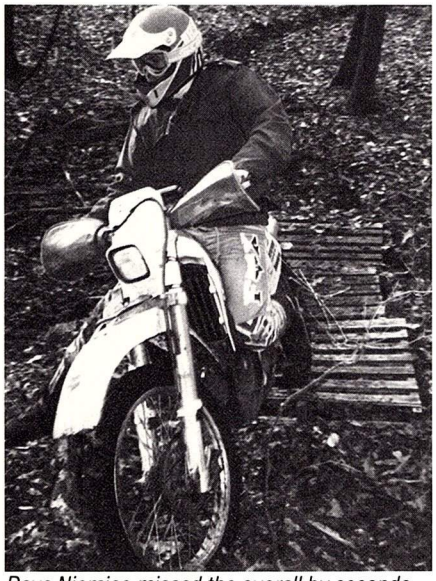
By Kevin Drew

Chester, CT

If someone asks can you put on an enduro without riding the trails until the Friday before, and putting together the route sheet from a compilation of prior events, map extrapolation and some wild guessing you can inform them that it can be done. However, you will need an excellent group of people to pull it off. Having said that, I have to again thank the Salmon River County Riders, Rich Billingslea and everyone else whom we begged, threatened and cajoled into working NETRA's season finale.

The event used those trails which were part of last year's well received Cockaponsett Enduro. Some minor modifications were made to accommodate the DEP's concern for one area in light of this year's excessive rainfall. This loss gave us some concern that a few might ride the event without dropping any points, but that was not to be the case.

Jim Mitchell splashed his way to the High Point trophy, and finished second in the Lightweight class for 1989.



Dave Niemiec missed the overall by seconds, but topped the Lightweight class again.

The day began a bit colder than anything experienced to date but as I look around now, I realize it could have been much colder and nastier. The brisk weather encouraged riders to keep a good pace through the now familiar sign-up and tech inspection procedures. Riders were warned that the uniformed gentlemen who had inspected their bikes would be around all day to ensure they did not speed on any of the state roads in the forest. They were also reminded that the first 12 or so miles would be used twice in the beginning of both loops.

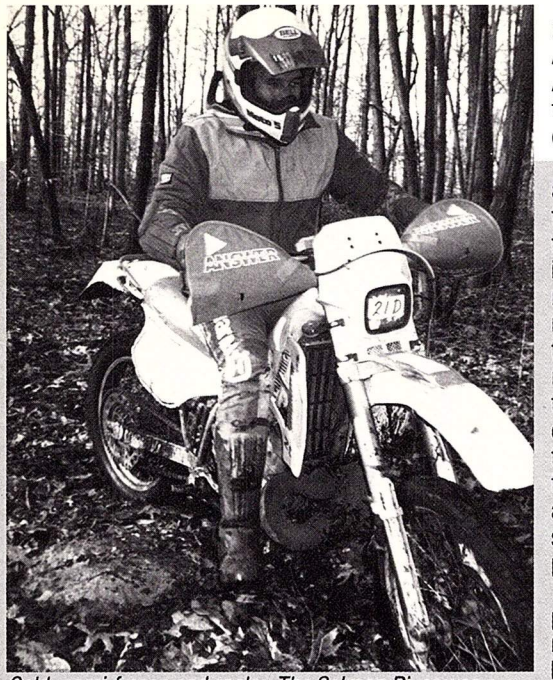
The start, out of Camp Hazen, in Chester, began with a two mile jaunt on tar to the first trail section. Four and a half miles from the start the riders found themselves being checked at the first emergency check. The two and a half miles of trail took and average of 3 minutes from the A riders with notable exception being Jim Mitchell, Ken Clark and Bob Dana all of whom lost only two points. The B riders averaged a minute or two more and the C's followed them with an average of seven minutes dropped.

A few brief stints of forest roads linked together the next section which was fairly fast trail and woods road. Most riders zeroed the check at the end of the section, however, a few were very hot, like five to ten minutes (maybe they missed a turn or two?) Fortunately, for these folks, the watch at the check was found to be off by 27 seconds forcing us to throw out the check. Had the check been saved I think the number of finishers would have been substantially different and I know the results in almost all of the classes would have been affected. You guys were very lucky.

The riders were then treated to a fun four mile trail ride which moved them to the southern part of the first loop. The fun was ended by a three mile cruise on tar which from my observations cooled folks off pretty well. Most checked in on time but a few must have been chattering a little too much, finding themselves losing early points. They were soon warmed up by a challenging combination of trails and woods roads. Again most of the A's dropped three to four minutes, with the day's earlier stand out, Jim Mitchell, maintaining his swift pace to garner a low of only two lost points in the section. As the ranks followed, it was noticeable that the field was getting a little more spread out.

A tenth and a half of road led the riders to the last section of the first loop which started off through the Chester Airport. Leaving the airport, the riders followed a selection of trails and woods roads for the next 6 miles. While most was fun stuff, there was reportedly a few wet spots or maybe puddles, however, it was nothing that couldn't be circumvented with a little careful choice of lines. This was confirmed

The Salmon River was typically cold, with just a few wet spots to keep you shivering!



Cold, semi-frozen and rocky. The Salmon River was a great place for wind guards, Hot Grips, and studs.

by the low scores tallied at the check with ones and twos going all the way down to the C's.

Riders wound their way back to Camp Hazen for gas and to start the second loop. They were given plenty of time (30 minutes) to gas, get warmed up, and a few found time to let me know about problems with our time pieces. They left through the known control reset check at the start which allowed riders to get back on their original minute.

The riders repeated the first 13 miles of the morning's loop. Many expected the checks to be in the same location but that would be a little too easy. For the second loop, we took out the first check and threw in a reset. The second check (remember the bad watch) had its time keeping device corrected and became the eighth check of the day. The riders as a whole managed to zero this check.

The second loop split off from the morning's run and people must have been paying attention as everyone seemed to negotiate the change fairly well. A three mile trail ride moved riders over to the next real section where they were checked into what would be the second emergency section of the day. A combination of trails, woods road and some powerlines let the riders move along at a pretty good pace. Most A riders tended to lose only a point or two. As the field went through it was evident that no one was beaten as most had plenty of energy left to keep a pretty good pace.

From here the riders were treated to another combination trail, dirt road and tar ride back down south to connect into the end of the first loop. Instead of recording how well the riders could navigate the morning's mud puddles, we gave them a reset at the end of the section. This left them with .3 mile of DR followed by .5 mile of easy trail and 2.3 miles of tar back to the start. Unfortunately for a few we decided to check their timekeeping as they came on the TAR. It seems quite a few felt this was a bad place to put a check as they were no longer keeping time, so scattered through the scores were a couple dozen twos and sevens.

As scores were tabulated the camp folks put out some great food, which was well received. I'm sorry we couldn't get more heat in the building, maybe we can do something about that next—well, I'll tell the Trail Boss it would be nice. I would also like to thank people for following the no alcohol policy, which is an important part of us being able to start from the camp.

As results were posted, it became obvious that Jim Mitchell, who has been getting faster all year, would be the overall High Point. It was nice to see the slot filled by a non-AA rider, but I think this means Jim will have to suffer through next season as a AA.

Notable rides were turned in by Tim Jonelis, who zipped around the two loops dropping only 11, which gave him the B High Point. Traveling almost as quickly, Mike Zahansky dropped a 13, to take the C High Point. A pretty good feat, considering he had to follow 124 riders around the course.

In the A/B Four Stroke class Bob Dugan of the New Jersey Ridge Riders came up to take first. Needless to say Bob had a good time, and maybe he'll bring his friends next year. He also invited us down to partake in a little of the finest Jersey has to offer, next season.

One hundred and fifty-three riders riders started the event, and nine failed to finish. One the whole, it wasn't a bad day. We should mention that three of those non-finishers were riding things named Zundapp and Rickman, and I guess this means there should be s Vintage class next year. Speaking of which, I guess we'll have to con someone into running this show, as it seems its cancellation would be missed.

I would like to thank everyone who rode, as well as all those who worked. Without your efforts, the 1989 Salmon River Ramble would never have been. As for next year, if you see it pop up on the calendar, tell your friends that the hardest part of the day is fighting the cold waiting for your trophy!

Talk about enthusiasm! These guys both rode Rickmans, even though there wasn't a Vintage class!

Salmon River Enduro Class Results

Jim Mitchell 6

Overall High Point

Tim Jonelis 11

High Point B

Mike Zahansky 13

High Point C

A Bantam

1. Kerry Clark 7
2. Bob Dana 8
3. Keith Honda 8
4. Dave Burnett 9
5. Robert White 10

A Light

1. Dave Niemiec 6
2. Kemp Stewart 7
3. Bob Ellis 8
4. Ron Stavens 8
5. Mark Pluta 8

A Heavy

1. Russ Stearns 6
2. Steve Vanasse 7
3. Eugene Sweetser 9
4. Guy Hill 9
5. Steve Ribbe 9

A Senior

1. Peter Ruggiero 9
2. Bruce Cuddy 9
3. Irving Witkop 9
4. Steve Formanek 10
5. Wes Clark 11

A Super Senior

1. Jerry Randall 27
2. Don Burnett 28
3. Roger NIemiec 36
4. Gordon Razee 43
5. Jerry Shinners 48

B Bantam

1. Rich Lorenson 13
2. J. Constantino 13
3. Daniel Cowan 16
4. Bob Poetzsch 17
5. Don Heckler Jr. 28

B Light

1. Tom Rainville 13
2. Ernie Mellor 14
3. Layne Dutlinger 14
4. Neil Currie 14
5. Steve Gilmore 18

B Heavy

1. David Dube 17
2. Bob Young 21
3. Ron Worster 23
4. Nick Tsokalas 24
5. Roger Billharz 31

B Senior

1. Tom Cassidy 13
2. Gary Brodeur 18
3. David Ellingwood 19
4. Gifford Plume 19
5. Gary Pease 23

B Super Senior

1. Bruce Miller 15
2. John Campetti 18
3. Gary Circosta 22
4. Bob Reil 27
5. Tom Grant 21

Women

1. Patty Hull ck.2

A & B Four Stroke

1. Bob Dugan 9
2. Patrick Wolf 13
3. Bill Johnson 20
4. David Carlson 22
5. James Burns 26

C Bantam

1. Ron Smith 21
2. Mike Cyr 25
3. Gene Garneau 26
4. Mark Sikkema 41
5. Stephen Brown 47

C Light

1. Andy Nichols 23
2. Ernie Gosteli 29
3. Jeff Dugan 33
4. David Coutts 45
5. Rudy Angelo 46

C Heavy

1. Richard Collins 28
2. William Martin 28
3. Chris Tsokalas 29
4. Scott Evans 31
5. Vacek Miclus 31

C Senior

1. Timothy Willey 15
2. Whitey Gardiner 21
3. Bill Franson 40
4. Joseph Congdon Jr. 56
5. Craig Winans ck.6

C Super Senior

1. Nick Corwin 21
2. Bill LaCross 24
3. Richard Johnston 26
4. Al Fagan 30
5. Toni Moores 30

C Four Stroke

1. Craig Baker 30
2. Al Ewald 35
3. Al Aliff 55
4. James Tabele ck.6
5. Mark Bailey ck.4

Cold Weather Tinkering

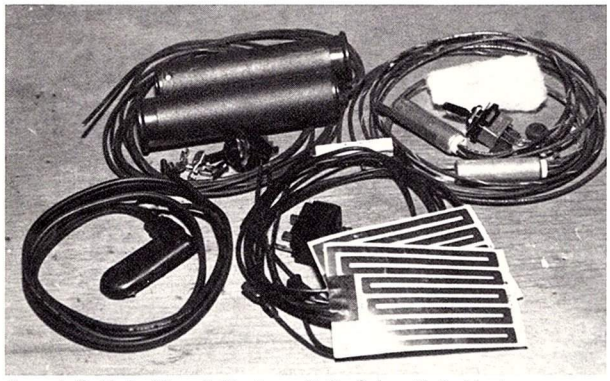
HOT SETUPS!

Keeping your hands warm on winter rides is easier than you think!

By the Toasty Warm Staff of Trail Rider

We can take care of the winter traction problem by mounting up the Friction Spike tires, or screwing in the ice-racing screws. That's no problem. We can keep our bodies warm by wrapping up in layers of high-tech polypropylene underwear, down jackets and Gore-Tex. A couple pairs of wool socks and our feet are happy, wrapped in decent riding boots. Even still, we know no matter how cold we get, getting ready to go, once the riding starts we'll be sweating like swine.

There's only two body parts that won't stay warm on their own—your hands. You can bolt on plastic wind guards, use ski gloves, and wrap your bars and everything up to your elbows in fine Corinthian goat skin, but when you wrap your mitts around those cold grips in 20-degree weather (or way-below-freezing weather, as some of us are wont to do) the only things you've got to look forward to are painful, numb fingers, cramped arms, and a deep-seated wish that you were somewhere else. Make the weather 33 degrees and rainy, and the problem quickly compounds. It ain't no fun!



From left: Polly Thumb Heaters, Polly Grips, Polly Heat Inserts, Kimpex Heat Tape. All available at sled dealers.

But, you can lick all that easily. All you have to do is borrow some technology from our friends on the snowmobiles and you'll be as warm as a snake hibernating under a campfire. The good part is that getting warm hands won't set you back too much money, and as long as you've got an enduro-type ignition (meaning you can power a headlight) you've got a ready source of power for all the heat you need.

LOOK IN THE RIGHT NEIGHBORHOOD

We found out about all this stuff by whining about cold hands to our friends in New Hampshire. Since these guys live with winter about ten months out of the year (they've got two seasons, July and Winter), they know how to keep warm. Handlebar heaters are a common item at a snowmobile (also known as "sled") shop; and although we were only familiar with Hot Grips in the past, these guys showed us the lot. Every one of these products comes with installation instructions, of course, but we've got a few tips.

First, they all have some sort of high/low switch for regulating the heat. Don't throw it away! Although you may think that you want your hands as warm as they can get, any of these products set on "high" will soon get much too warm to be comfortable on a long ride. You'll want to be able to turn them down or off if the need arises, so wire them right and install the switch.

Second, they all tell you to install the switch in the "dashboard," but hopefully you don't have one on your bike. Instead, get a second pair of handlebars and a second throttle assembly, and install the grips, the switch, all the wiring and the ballast resistors right to the bars, so all you have is a fully-rigged set of bars with two wires coming off of them. This way, you can remove the heated grips in a matter of minutes when the weather warms, and you can also reinstall them in a hurry when the temperature in the garage drops below freezing.

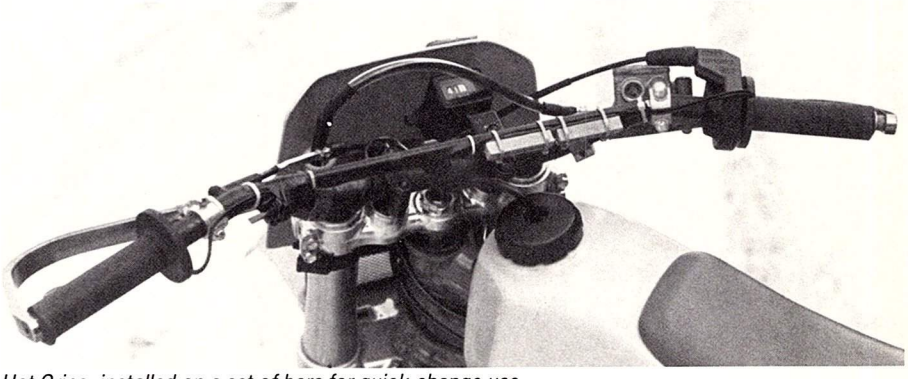
You can solve the winter traction problem by mounting Friction Spikes, but you won't keep your hands warm until you electrify your grips.

HOT GRIPS

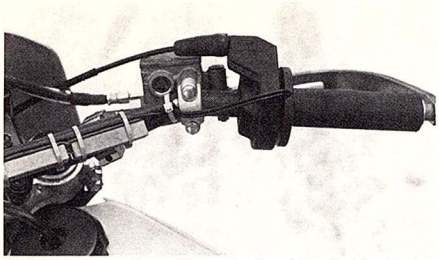
These are the old standard, used by scads of ISDE riders and serious competitors in all the cold climes. Hot Grips consist of a rubber grip molded to a plastic sleeve containing the heating elements. You install them by epoxy-gluing them to the left handlebar and the plastic throttle assembly tube, and then run the wiring out to a switch and a pair of outboard ballast resistors (the resistors "burn off" some of the power when the switch is set to "low," making the grips run somewhat cooler).

Hot Grips come in two versions, street and dirt. The dirt units have an Oury-type ridge pattern, and the rubber is very hard. They use hard rubber to make sure they last a long time, but they can raise blisters on the toughest hands. The street grips use the same tough rubber compound, but they have a non-ribbed surface that's somewhat easier on your hands. We've seen dirt riders use both; we've got a set of street Hot Grips in use right now. They work fine, but we still get blisters.

Installation tips: If you have to cut off the end of the Hot Grips to install Bark Busters or other handguards, be very careful how much you cut.



Hot Grips, installed on a set of bars for quick-change use. Plugging two wires into the headlight wiring supplies the juice.

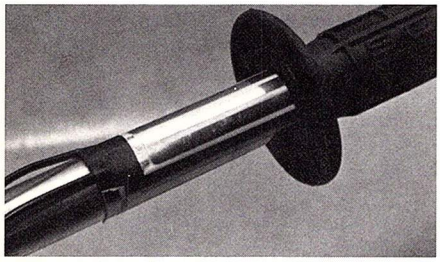


Hot Grips are the off-roader's old reliable, but the rubber is tough on your hands. We glued the resistors right on the crossbar for simplicity. Watch how you route the wires.

The heating element wires come to within 1/8—1/4-inch of the end of the grip, and if you saw a wire in two you're out of luck. Make sure you install the throttle side so the wire clears the throttle assembly, and install both wires behind the bars and out of the way of trouble.

KIMPEX HEAT TAPE

This is by far our favorite hand warming product, and the least expensive. To install the Kimpex Heat Tape you just peel off the backing paper and stick the heating element to the bars and the throttle tube, wrapping it all the way around like a sticker. Then you can install your favorite grips and wire everything up just like any other handlebar heater. The big benefit is that you can use the grips you're used to, avoiding any blister problems along the way.



Our favorite is Kimpex Heat Tape. You use your favorite grips, and thus avoid blisters from hanging onto something strange. You do need to be careful with the wires, however.

The Kimpex tape can go on any smooth surface (don't try it on a ribbed throttle tube—cut the ribs off first and sand smooth), and it uses an external resistor for the high/low heat adjustment.

We originally heard about heat tape from a Swedish friend, who told us that riders over there use heated grips all the time (probably because the weather is so foul). We've tried them out, and you simply can't beat them, although you have to be careful putting the grips on (we "lubricated" them with rubber cement), and routing the wires, especially on the throttle side.

Installation tips: Make sure the handlebar and throttle tube and squeaky- clean before you stick on the heat tape. "Lube" the bars with rubber cement, and slide the grips on with a minimum of twisting, to avoid peeling up the tape or breaking off the wires. Safety-wire the grips to ensure that they don't twist while you ride. You should glue the wires to the edge of the grip on the throttle side, to keep them from rubbing against the throttle assembly.

POLLY HEATER GRIPS

TRELLEBORG

WINTER TIRES

HANDLE THE MOST SEVERE CONDITIONS.
FRONT AND REAR, STUDDED OR NOT.
FRICTION COMPOUND FOR LOW
TEMPERATURE TRACTION.

ASK YOUR DEALER OR CALL

MOTO RACE®

P.O. BOX 861 • WILBRAHAM • MASSACHUSETTS 01095

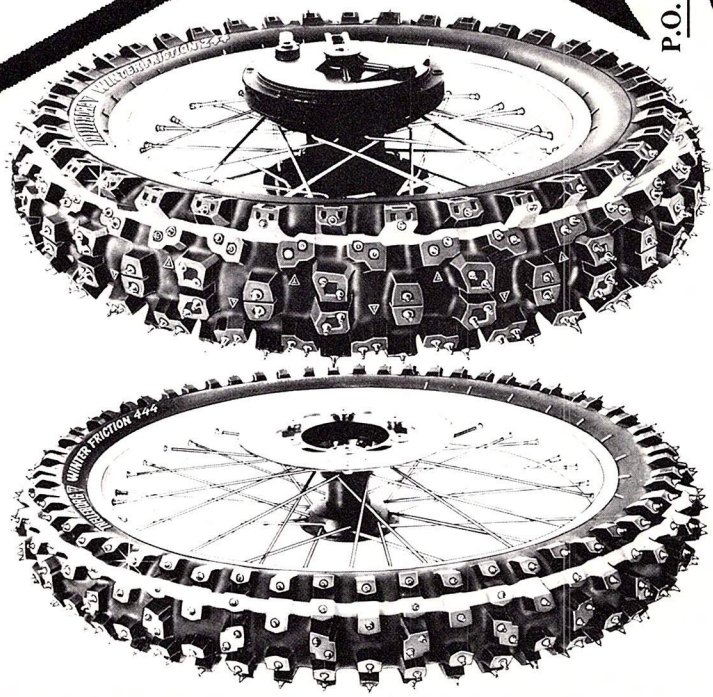
800-628-4040

When Calling In Massachusetts 413-734-6211

New Winter Patterns

444 Front

244 Rear



300-21
300 Studs

440-18
304 Studs

TIRE TALK by Sto

Examine tires closely. Some tires may have developed tiny little hairline cracks in the sidewall area. Sidewall cracks are generally regarded as cosmetic only and of no consequence. Examine your tires tread for oil damage, rock injuries or embedded sharp objects. Deflate the tire on the rim so that you can flex the tread to determine if injuries or cracks are present. Should tread damage or deep cracks be present, the tire should be trashed. Reinflate to owners manuel pressures. Tires that have been patched or plugged should also be removed and disgarded, even if they still hold air. Patches and plugs are temporary repairs only. Really, we are not trying to sell you anything here, simply to give you advise that is in your best interest. Do not use last years patched tubes. Finally, under no conditions do we recommend installation of any liquid additives to motorcycle tubes or tires, for either balance or flat prevention. Pirelli says No Liquids in motorcycle tires and will not warranty any tire that has had liquids inside.

Polly makes a variety of heated gear for sleds, and you're reminded that sleds have thumb throttles as soon as you see their grips. These grips are for 7/8-inch bars on both sides—there's no way they'll fit over a throttle tube—so the Polly grips are only suited for ATVs (or mountain bikes, if you can figure out a way to power them!).

Polly makes a good-looking product, though. The grips are hard rubber bonded to an aluminum core, and all the high/low circuitry is built right into the grip. The grip itself has no pattern on it, and it looks like a real blister-producer, but we haven't tried it.

You install the Pollys by slipping them over the bars, drilling out a couple of holes, and then sheet-metal screwing the grips in position. It's a brute-force method, but necessary since the grips get their electrical ground right through the bars.

Installation tips: We'd be careful installing hand guards, for the same reason as the Hot Grips. Best to just cut out the end of the grip for access into the bars. You'll definitely need to install a ground wire from the frame to the handlebars, just to make sure there's a perfect electrical connection.

POLLY INTERNAL HEATER KIT

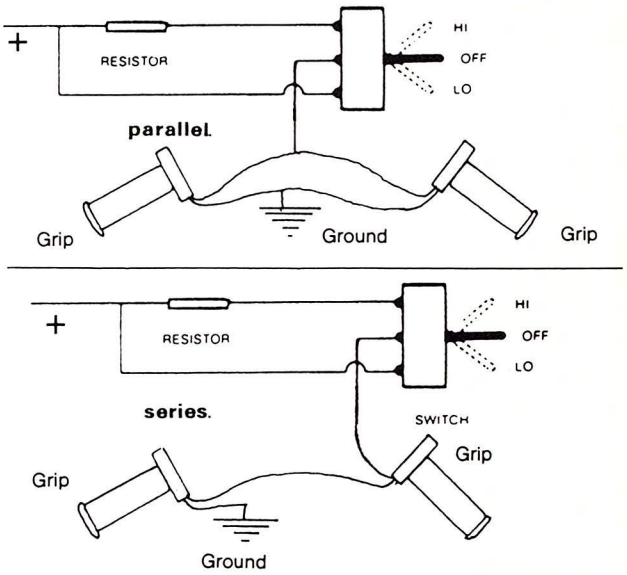
Now these are neat—two brass cans that you insert into the end of your handlebars, and they heat from the inside out! You have to drill a hole to get the wires out (see photo), but once done you can use your own grips and you don't have

WIRING HANDLEBAR HEATERS

All of the Polly accessories and the Kimpex Heat Tapes are made to be wired in *parallel* for a 12-volt electrical system (probably what you have on your bike—check your owner's manual). The Hot Grips are a little different, expecting to be wired in parallel for 6-volt systems, and in *series* for a 12-volt system. The difference is important for Hot Grips, since wiring them in parallel in a 12-volt system would likely make them run too hot to touch! Typical parallel and series wiring schemes are illustrated below.

The easiest way to tie them into your electrical system is to unplug your headlight and plug in the hand warmers. You'll get maximum heat, but if you need lights at the same time, you have to look for alternate juice. If you tie them into the headlight while it's plugged in, you'll get not much heat and very little light. Many ignition systems have alternative output for tail lights or brake lights. Check your wiring diagram and wire accordingly.

Our complete bar-mounted system is not very attractive, but it's very functional and bulletproof. The switch and resistors are simply glued in position with high-temperature silicone Form-a-Gasket. It insulates the components from shock and electrical grounding, and holds tighter and more vibration-proof than a mechanical connection. The wire connections are all soldered, and then the wires are taped to keep them out of the way and weatherproofed. To change bars, all we have to do is unplug two wires.



B&B Yamaha of Camp Hill
1101 Slate Hill Road
Camp Hill, PA 17011
(717)761-6192

B&B Sales & Service
791 Flory Mill Road
Lancaster, PA 17601
(717)569-5764

KTM

YAMAHA
Husqvarna

AMS
O'NEAL
DUNLOP
METZELER
JT Racing USA
MS RACING

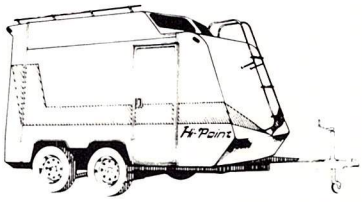
Enduro, Hare Scrambles and Trail Riding Headquarters

- Complete Suspension Service
- Enduro Accessories in stock
- UPS Shipping Daily

VISA
MasterCard

HiPoint Trailers USA

The Fabulous and Fun Loving Hi-Point Trailer



In a Class of its Own

Custom built to your own specifications. An aerodynamically designed, all fiberglass trailer with new rubber-suspension axles and electric brakes. Available in 14, 16, 18, 20, and 24-foot sizes, both flat top and the new raised-roof models. Roll bar construction for that extra margin of safety. Many extra options available.

Hi-Point Trailers USA
1115 Milan Avenue
Amherst, Ohio 44001
or call: **(216)988-4474**

FINANCING AVAILABLE

any fragile wiring out at the end of the bars. These heaters have internal circuitry for the high/low settings, and installation should be really simple. They appear to be very well-made, like the rest of the Polly products.

Only one problem—once again, they're best used on sleds or ATVs, since the right-hand heater would be under the throttle tube on a motorcycle. In this situation you'd have a left grip that was burning hot and a right grip that was not much better than cool. Also, they won't work on aluminum bars, since the inside diameter of aluminum bars is smaller than steel bars. Still, for an ATV, this would be the hot setup.

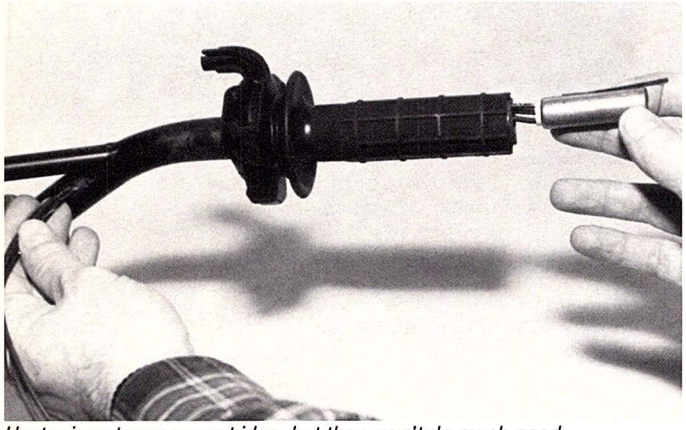
Installation tips: You need at least a 1/4-inch hole in each side of the bars for the wires to come out, and the best place to drill them is right below the crossbar. Polly includes some grommets to insulate the wires from the sharp edge of the hole, but it's probably better to glue them in place with silicone seal. Once again, installing them with handguards could be a problem, since the handguard end mounts protrude into the bars almost 1 1/2 inches.

POLLY THUMB WARMERS

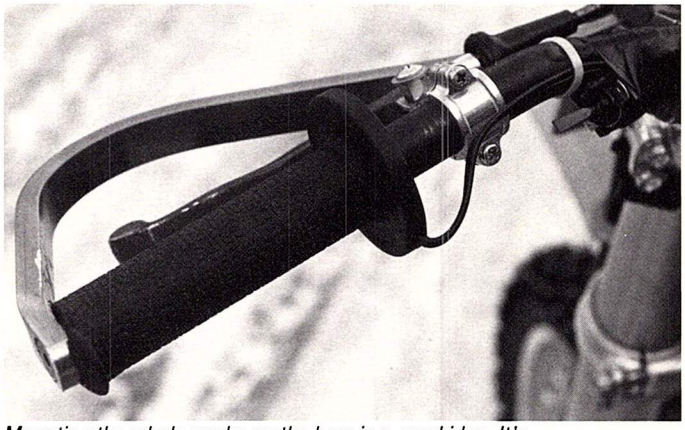
Thumb warmers? Don't laugh! Sled and ATV pilots will praise these things, since no matter how hot your grips are that lone thumb hanging out will take some cold abuse. We had no instructions on these, but figure they get glued, taped, or zip-tied to the inside or outside of a snowmobile thumb throttle.

But of course, we had another weird idea for them: footpeg warmers! No, not to keep your feet warm, but to melt the ball of ice that inevitably builds up on your pegs during a ride. It gets awful slippery, and forces you to stop and break it off. On bikes with wide enough pegs, you could safety- wire these heaters in place and tie them into the wiring right under the tank. Sure, it's a strange idea, but if you spend any time riding in snow, you know what we're talking about!

Any one of these products will keep your mitts warm, and, really, your choice is only limited by the type of machine you use. For enduro riders,

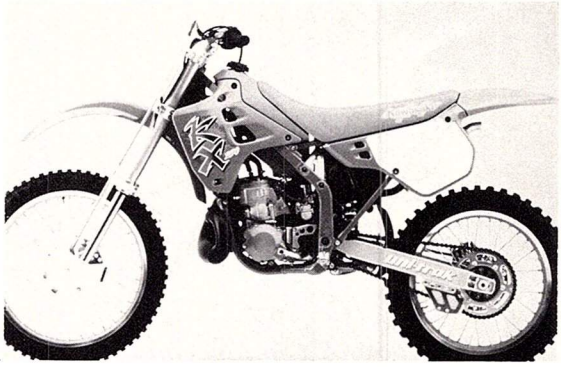


Heater inserts are a great idea, but they won't do much good underneath a throttle assembly. They're best for ATVs and sleds.



Mounting the whole works on the bars is a good idea. It's best to hide the switch behind the handlebar to protect it from brush.

ATK
Precision Cycle
KTM
Super Deals on Accessories
Fast UPS Shipping!
Complete Service:
White Power,
Ohlins Rebuild
Welding
Glass Beading
Pro Set-Ups
M 12-5 T, Th 9-8
W,F 9-6 Sat. 9-3
(203)429-1466
Route 32, Willington, CT
(1/4 MI. NORTH
RT. 195 & 32 JUNCT.)
CAGIVA

Midtown Kawasaki

We have the hard-to-find KX250 & 125 in stock!
All the 1990 Huskys are available now!
1864 Silas Deane Hwy.
Rocky Hill, CT 06067
(203)721-0193
CAGIVA
DUCATI
UPS SERVICE ANYWHERE • HUGE PARTS DEPARTMENT

the old guard is the Hot Grips—tough, reliable, and long lasting. The most comfortable way to go is with the heat tape, though, although you do have to take more care with the wires.

If you still have problems with the rest of your body, thumbing through any good sled accessory catalog should turn up electric vests, socks and gloves, if you're really into being "plugged in." If you ride in the winter, though, this is the best way to get your money's worth out of those lighting coils!

PRODUCTS MENTIONED

Hot Grips **$34.95**
Jim Hollander
65 Wright Lane
Hamden, CT 06517

Kimpex Heat Tape **$20.49**
Kimpex USA
100 Walnut Street
Champlain, NY 12919
(518)298-8222

Polly Heater Grips **$26.95**
Polly Heater Inserts **$24.95**
Polly Thumb Warmers **$14.95**
Polly Heaters, Inc.
9409 Schiller Blvd.
Franklin Park, IL 60131

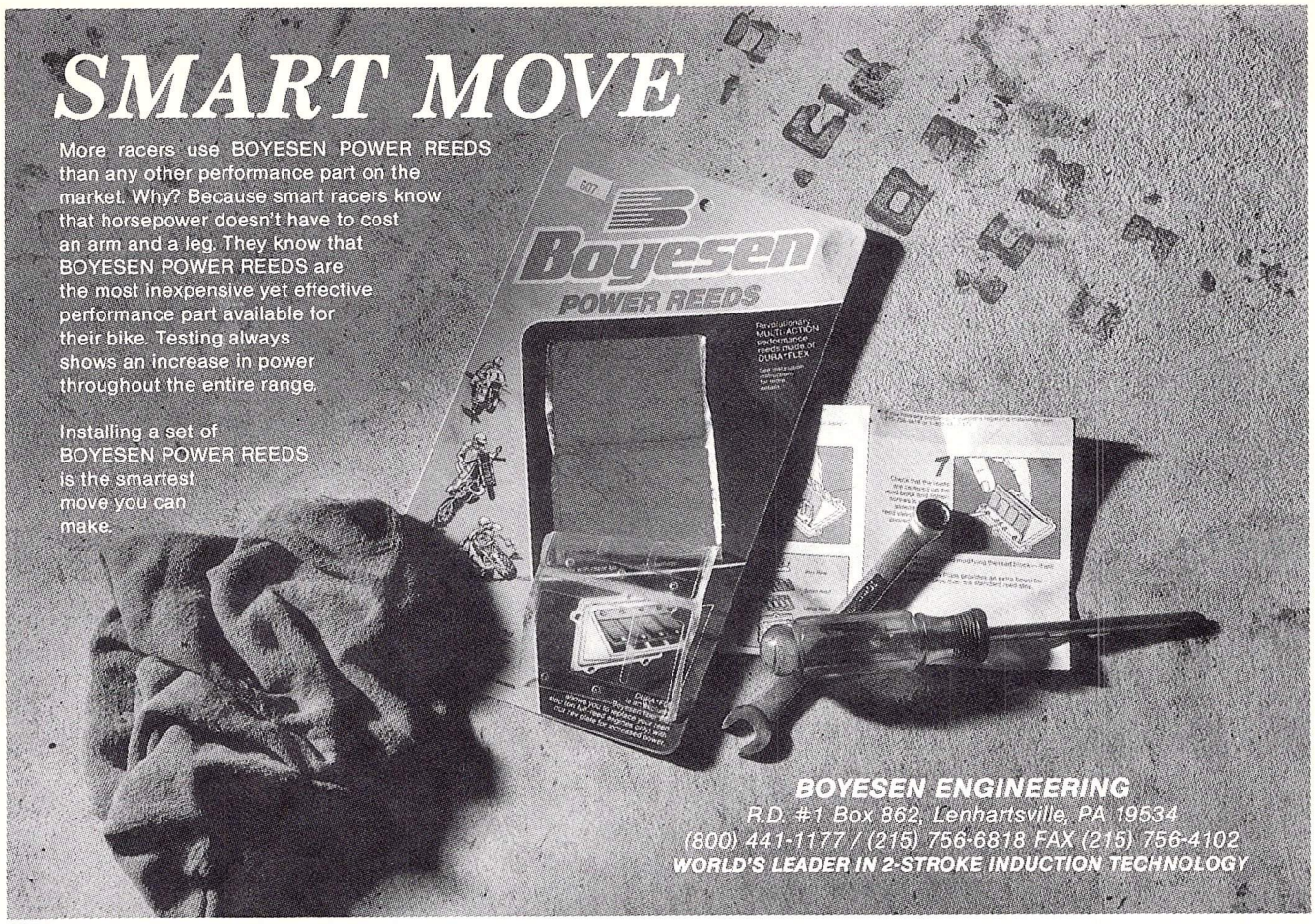
WE DELIVER

- Largest in stock Parts and Accessory inventory
- Shipping UPS daily COD Mastercard, Visa, American Express or pre-paid
- In house boring bar full machine shop excellent service department.
- CR Pro technician in house
- CR service clinics
- First CR Support dealer in Ct in 1990
- Real discounts on bikes, parts and accessories
- team race jerseys

Manchester Honda
30 Adams Street, Manchester CT 06040
Sales (203)646-2789 • Service (203)646-0378 • Parts (203)646-4055
Mon., Thurs. & Fri. 10—8 • Tues. & Wed. 10—6 Sat. 9—4

New England's Only Exclusively Husky Shop
MOREL'S HUSQVARNA
...WILL BEAT ANYBODY'S ADVERTISED PRICE BY 5%
NEW 1990 HUSKYS IN STOCK!
BUY A NEW 250 HUSKY FOR THE PRICE OF A COMPETITOR'S 125! AND, IT'S THE BEST BIKE ON THE MARKET! CALL US FOR DETAILS!
WE WILL NOT BE UNDERSOLD!
822 E. WASHINGTON ST.
NORTH ATTLEBORO, MA 02760
(508)695-2061
Open Tues. Wed. 9—6
Thur. Fri. 9—6
Saturday 9—4
Closed Monday

MIKE'S CYCLE SUPPLY
can-am
ATK
KTM
Can-Am & KTM OEM Parts and Accessories in Stock!
Can-Am Motorcycles Still Available!
ATK fork spring kits, sprockets and chains, seat covers, EBC brake shoes, Handsavers and other goodies for KTM, Husky, Can-Am, Kawasaki, Honda, Suzuki and Yamaha dirt bikes.
Visa, Mastercard, UPS, C.O.D.
Fax Number: (504)355-4525
5751 Evangeline Street 1-(800)367-5209
Baton Rouge, LA 70805 (504)355-4525
1-(800)367-5209
OPEN FOR BUSINESS SINCE 1973



HONDA

FAIRWAY CYCLE

KTM KTM

Fairway Cycle is proud to announce that we are South Jersey's newest KTM dealer!

For all your enduro and cycle needs, plus fast, honest service!
We care about our customers and the future of the sport.
Stop by and see us!

Supporting dealer for:
Kevin Bennett Honda CR250
Doug Mason Honda XR250

New future home of:
Jack Lafferty Sr. KTM 250E/XC
Richard Lafferty KTM 250E/XC
Michael Lafferty KTM 125E/XC

VISA **AMA Discounts** MasterCard
UPS available
625 NEW ROAD
SOMERS POINT, NJ 08244

(609)927-2071

(603) 627-3957
U.P.S. DAILY

BOMBARDIER can-am®

ATK

ATK 406 & 250 in stock! Trade up now!

M.O.M.'s Motorcycles of Manchester, Inc.

Joe Wheeler
President

98 Willow Street
Manchester, NH

We support NETRA and its members

Curly Fern Enduro

Sponsored by the:

South Jersey Enduro Riders

AMA and ECEA sanctioned
AMA District 7 Event
April 1, 1990

Trophies: C class—10 places; A & B, Super Seniors—5 places; AA, Women—3 places.
Start: Wharton State Forest, Indian Mills Gun Club. Take N.J. Route 206 to Atsion Road; gun club is down Atsion Road three miles on right. Arrowed from major intersections.
Food: No Alcoholic beverages allowed in State Forest. A spaghetti dinner will be served Saturday, breakfast and lunch will be available on Sunday.
Camping: Plenty of camping space available.
Key Time: 8:00 A.M.
Entry Fee: $22, Pre- or Post. Make checks payable to S.J.E.R. Mail entries to South Jersey Enduro Riders, 49 Sherwood Drive, Turnersville, NJ 08012. Drawing will be held March 18. You will be required to sign a "Statement of Responsibility" on the day of the event.
Requirements: All riders must have a valid motorcycle operator's license. All bikes must have a registration, license plate, and a firmly attached spark arrestor, plus a headlight and taillight. There will be an AMA sound test during tech inspection. No refunds to accepted entrants. All entrants must have a valid AMA card and ECEA enduro license. The ECEA license may be obtained the day before the enduro only. There is no fee for this test. Holders of AMA "A" cards will be issued an ECEA card without testing. NETRA and other association riders will be issued a license comparable to their current enduro license or card. New riders check "C" class on entry form.
Sign Up: Open Saturday morning and 6:00 A.M. Sunday.
Information: (609)227-5078.

Release and Waiver of Liability and Indemnity Agreement

Name _____ **Age** _____
Address _____
City _____ **State** _____
Zip _____
Phone (area code) _____
ECEA No. _____
AMA No. _____ **Expires:** _____
AMA Club Name: _____
Bike Make: _____ **Displacement:** _____
Rider's Class (check one)
_____AA _____A _____B _____C
_____Senior A (40+) _____Senior B (40+)
_____Super Senior (50+) _____Women's Division
_____4-Stroke A _____4-Stroke B _____4-Stroke C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____
Vehicle No. _____
Witness _____
Address _____

Participant under 18 must have notarized parent/guardian signature!

Sorry, no riders under 18!

_____
Parent/Guardian Signature (sign in ink)

Notary _____
Commission Expires _____

ROCKS & ROOST ACCESSORIES

TIRES

YOKOHAMA		
Y907	510x17	$38.95
Y907	410x18	$35.95
Y907	460x18	$36.95
Y907	550x18	$46.95
Y520	90/100x14	$26.95
YY520	70/100x17	$23.95
Y520	110/100x18	$49.95
Y520	120/100x18	$51.95
Y520	80/100x21	$36.95
Y521	100/90x19	$55.95
Y521	110/90x19	$56.95
Y540	100/100x18	$50.95
Y540	120/100x18	$52.95
Y540	100/90x19	$55.95
Y540	110/90x19	$58.95
Y540	80/100x21	$37.95
BRIDGESTONE		CALL
DUNLOP		CALL
METZELER		CALL

CHAIN

RK O RING	520x120	$48.95
RK STD	520x120	$27.95
ECONOMY	520x120	$19.95

GRIPS

OURY	$4.95
SCOTT	$5.50
ANSWER	$6.50

TUBES

STD	Starting at	$6.25
H.D.	Starting at	$8.25

HANDLEBARS

ANSWER	
ALUMILITE	$54.95
CHROMOLY	$29.95
PRO GLO	$19.95
	$33.95
HI POINT	
ALUMINUM	$42.95
CHROMOLY	$29.95
ECONOMY	$12.95

CHEST PROTECTOR

ANSWER AC3	$94.95
ACERBIS FULL FLEX	$79.95
HALLMAN MACH 5	$89.95
HALLMAN PRO 2	$69.95

HELMETS

BELL MOTO 5	$194.95
ARAI MX PRO	
SOLID	$172.95
TEAM	$199.95
DAYGLO	$219.95
BIEFFE BX6	$ 96.95

GOGGLES

SCOTT #83	$12.95
#89	$17.95
#109	$19.95
#87	$19.95
#89 Q.S.	$24.95
OAKLEY "O"	$16.95
"PRO" IRIDJUMS	$45.95
SCOTT EFS SYSTEM	$56.95
IRF ROLLOFF	$26.95
IFR ROLLOFF	$26.95
QUICK STRAP	$12.95

GLOVES

THOR ENDURO	$17.95
THOR MESH	$18.95
THOR FOAM	$28.95
SINISALO "SCD"	$27.95
SINISALO SPORT	$22.95
ANSWER "A2"	$25.95

KIDNEY BELT

AXO SUPER 2	$35.95
ANSWER PRO FORM	$33.95
ANSWER AC3	$30.95
SINISALO SCD	$35.95
THOR SUPER BELT	$36.95
GOLD BELT VENTED	$20.95
GOLD BELT MINI	$14.95

BOOTS

SIDI	$159.95
THOR	$109.95
HI POINT G.P.	$184.95

PANTS

SINISALO JET	$89.95
THOR SHAPES	$114.95
THOR VIKING	$109.95
THOR GORTEX	$114.95

ENDURO ACCESSORIES

TECH TOOL BAG
MS TOOL BAG
ONEIL TOOL BAG
ROLL CHART HOLDER
SCORE CARD HOLDER
LINK DRINK
BARK BUSTERS
ACERBIS GUARDS

800-342-7182
ORDERS

201-702-1954
INFORMATION

VISA•MC•UPS•C.O.D.

P.O. Box 355, Oak Ridge, NJ 07438-0355

Staying Amused

WINTER WHIPPIN'

You can put your bike away and turn on the TV, or you can do what we do—freeze our buns off!

The New Year's group prepares for departure on a cold January first. If we didn't ride, we'd waste away in front of the TV.

by the Manahawkin Dirt Riders, et al

Manahawkin, NJ

Down south in Jersey here, we don't like to sit on our hands all winter, unless we're trying to thaw them out. When the racing season stops we just get down and do it ourselves. "Cold weather? Snow? Ice? Hah!" is what we say!

Of course, that's a very easy thing to say when you look at the mild winters we've had the last few years. Starting with a very freak snowfall on Thanksgiving, we knew that this year would be different. We'd be looking at real winter weather during this year's "Fun Runs," and some of us weren't too happy about it.

What's a Fun Run? Well, a great example is the one we had right after Thanksgiving. Our friend Lindsay has a nice-sized piece of property, a tractor, and a brush-hog, and when Lindsay gets to feeling a little bored he gets on the phone and starts spreading the word: "There's a Fun Run on the tenth; hare scrambles, my land."

That's all he has to say; and there may be as many as fifty guys showing up. They all pay $10 each to enter, and then they ride a course arrowed out all on Lindsay's private spread. You get a playing card for each lap you complete, and at the end of the run the cards are given a numeric value and the highest score wins. The overall winner splits the pot, the other half going to some sort of local charitable cause. This year, we donated the money to a local resident who takes in sick animals and feeds the wildlife. It's low key, and a real fun way to spend the day.

Now, that's assuming it's a nice day to begin with. This year we had ten-degree weather and six inches of snow on the ground. It was mighty slippery on the first lap. The second lap was a little better, then the third lap was best of all—stay in the dark strip and there was plenty of traction. The last two laps turned to swill, since the sun came up enough to melt the ground frost and turned that dark strip into slimy mud.

But it's all in fun, and it keeps us out from in front of the boob tube. The other thing that happens out here each winter is the Annual New Year's Ride, and this year it went from Lucille's diner in Warren Grove to a fine old establishment called the Woodshed, in Four Mile. This isn't even a organized trail ride, it's just a spontaneous gathering to celebrate the new year.

We all met up with street-legal bikes, and some even showed up in costume, a tradition that goes back to the good old days. We expected more nasty weather, since we'd just suffered through three weeks nearer to zero than ever before, but on New Year's Eve it started raining, and the day dawned relatively clear and 39 degrees, which was positively tropical weather. The rain had even melted all the snow!

What we did stall have though, was frozen ground and puddles solid with thick ice, all covered with a generous layer of rain and meltwater. Some of the guys were being smart, and showed up with sheet- metal screws in their knobbies. Editor Clipper was there, wearing full Trelleborg spike tires, looking smug as a just-milked cow. Rode as well, too.

It was slippery, and wet. It was all you could do to keep from getting splashed, but by the time we started heading back to Lucy's we had 26 riders in the group, which was more than twice what we thought would show up. The weather held out warm and sunny, and it was simply the best New Year's ride we've had in years. For once, we didn't get rained on!

But the point is this: vegetating isn't worth it. Don't even read any of those "Put Your Bike Away For The Winter" stories. Just put on some good snow tires (mud tires are the next best to studs), get some warm clothes on, and go on out and gas it. It's guaranteed to make you happy!

YAMAHA

YAMAHA
YZ250WR

PAWTUCKET CYCLE
514 WINTHROP ST. RT 44
REHOBOTH, MASS 02766
(617)336-7516

HEAVYWEIGHT FLYWHEELS

HONDA
1986-90 CR125
1984-90 CR250
1982-83 CR480
1984-90 CR500

YAMAHA
1985-90 YZ125
1985-90 YZ250
1989-90 YZWR
1982-90 YZ490

KAWASAKI
1986-90 KX80
1985-90 KDX200
1986-90 KX250
1984-90 KX500

SUZUKI
1987-90 RM250
1989-90 RMX

ATK/CAN-AM
1987-88 406

ONLY $89.95

Some models require spacer set, $15.95

Weights are custom made to your flywheel, 3-day turn around guarantee. Fast service our specialty. Flywheel Pullers $9.95.

MOOSE RACING™

■ CYLINDER PORTING FOR TORQUE
A Moose Racing Port job dramatically increases low & midrange power, smoothes roll-on response and improves tractability. Only $185. 3-day turn around guaranteed.

■ OFF-ROAD SUSPENSION MODS
Let Moose Racing tune your forks and shock to soak up rock hits and tree roots, yet still stay firm enough for fast tracks. Call for our low pricing.

■ STEEL CLUTCH DRIVE PLATES
Our Steel Clutch Plates replace your stock plates to give better clutch action and more low end power. Only $39.95 set.

1-800-MOOSE-IT
MOOSE RACING, 2595 N. Hwy. 67, Sedalia, Colorado 80135

D&S YAMAHA

Berlin, N.J.
(609) 767-1310

Route 73, Berlin NJ 08009

SALES
PARTS & ACCESSORIES
SERVICE

TOLL FREE (800)367-1310 (orders only)

(609)767-1310 (Information)

Fast Service—Daily UPS Shipping

COD • Visa • MC 2-Day and Next Day available

YAMAHA OEM 15% Discount

CHEMICALS

Yamalube R 24c	58.00
Yamalube 2 12c	24.65
Yamalube 4 12c	22.44
Yamaha Chain Lube 12c	50.49
Bel Ray MC-1 24c	64.95
Golden Spectro 24c	59.00
Golden Spectro Gear 12c	42.00
PJ1 Goldfire Pro 12c	36.95

CHAIN

Tsubaki 520X120 QR Pro	29.95
520X120 O-Ring	59.95
RK Std. 520X120	24.95
520X120 O-Ring	45.95
Chain Std. 520X120	22.95

IRC

M5B 110/80X14	36.95
M5B 120/80X18	40.95
M5B 130/80X18	45.95
M5B 140/80X18	51.95
VE32 300X21	29.95
VE33 510X18	48.95
VE33 110/100X18	41.95

EBC BRAKES

$18.95
Yamaha

METZELER

MXR299ST 90/90X21	56.95
MXR199ST 110/90X18	58.95
MXR199ST 120/90X18	61.95
MXR199ST 130/90X18	64.95
MX 3.00X21	48.95
MX 100/90X18	64.95
MX 4.50X18	55.95

HANDLEBARS

Hi Point Alum.	39.95
Hi Point Combo	29.95
— Gunmetal	
— Red	
— White	
— Neon pink	
— Orange	
— Blue	

DUNLOP

K139 3.00X21	55.95
K490 3.00X21	58.95
K490 120/80X18	39.95
K490 130/80X18	42.95
K490 140/80X18	45.95
K990 110/90X19	69.95

Prices subject to change without notice

(Street tires available)

Toughest Race in the World!

NOVEMBERKASSEN!

What makes Swedish riders so tough? Races like this, says Kevin Hines

By Kevin Hines, photos by Per Karlsson

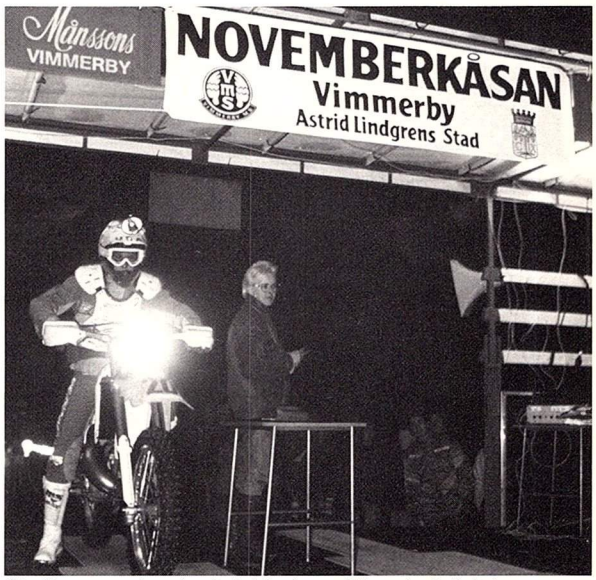
Vimmerby, Sweden

For many, many years I've heard stories about the Novemberkassen, a 24-hour Swedish enduro held after Six Days, that was reputed to be the meanest race in the world. Stories of no finishers were common; of deep mud and frozen ground, ice and snow and horribly cold riding. Only two Americans had ever entered this race—Dick Burleson and Jeff Fredette.

"It was the toughest thing I ever rode" said Fredette. "Not just because of the terrain, which is really nasty, but you have to contend with everything—24 hours without sleep, five degree temperature and lots of stream crossings, no studded tires allowed. I remember towards the end of the event my front wheel froze solid and wouldn't turn three different times. I had to stop and break the ice off to get it rolling, and my pants were frozen so solid I couldn't bend down!"

Nasty stories, but sometimes talk like that just makes you want to try something even more. I first talked about riding the 'Kassen with Olle Ohlsson in Peru, over Pisco sours in the hotel bar. He maintained that doing it was no problem, so we made plans to do it this year (1989).

The Novemberkassen fit right into the schedule. I would do the Six Days on September 25 through the 30th, a two-day enduro in Japan on October seventh and eighth, the Rhode Island National on October 15, the Baja 1000 November ninth through the 12th, and then the 'Kassen on November 18th and 19th. By this point, I was beyond jet lag.



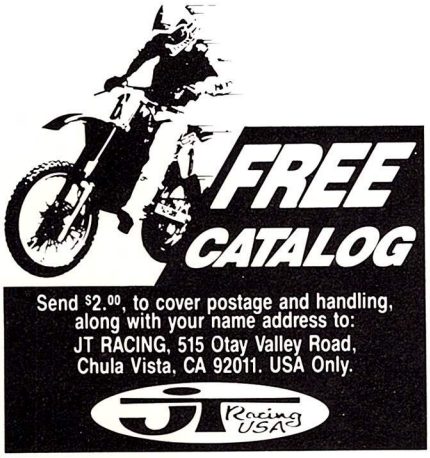
Starting an enduro in pitch-black conditions is definitely unique. Hines had the most trouble just staying awake!

Hakan Lundberg tries to make the best of the twilight during the grueling event.

My friend Dr. Jay Dembro and I went over to Sweden three days prior to the race, and Olle met us at the airport. Hallman Distributing is the Swedish KTM importer, and they very kindly supplied me with a 1990 KTM 250 with a studded front tire and a special lighting system. Front studs were okay, rear studs were illegal for the event, and lights were an absolute necessity.

That was the first shock, actually. The first evening we were there Olle came around at 10 P.M. and said "Okay, let's go riding!" Riding? I'm lucky to even be awake this late at night! Staying up all night would be almost the hardest thing about this event, and we went out practicing from ten until one A.M. each night. The Swedish motorcycle club FMK were very nice and let us use their club house and training grounds for practice. They have a nasty, rutted, frozen enduro course marked out, and it was very helpful to practice on.

We started at five o'clock in the evening on Saturday. Sweden is so far north that it was pitch black out by key time. We had two one- hundred

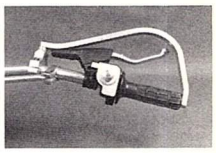


Having Problems

Finding KTM Parts?

Orders: 1-800-367-5209
Information: 504-355-4525
Mike's Cycle Supply
Baton Rouge, LA 70805
UPS Next Day, 2-Day Avail.

ENDURO ENGINEERING



(517) 393-2421
Mon.-Fri. 12:00-8:00

HANDGUARDS AVAILABLE IN 4 COLORS

SILVER — $34.95
RED, BLUE, GREEN — $39.95

Also plastic Mud & Brush Deflectors that will mount on any brand handguard $17.95
Endorsed by National AA riders Kevin Hines, Alan Randt, and Joey Hopkins.
• Dealer Inquiries Invited •

mile stages to complete, and there were 150 expert-class competitors on the line. There were at least 15 world championship titles between these riders.

I high-sided in the first 15 miles, and swore to ease up after that. The course was all frozen mud, roots and big rocks; and it was cold and lonely riding. The odd thing was, though, that I'd be riding in what I thought was the middle of nowhere and suddenly come upon a crowd of people with lighting on their heads, spectating.

Two hundred miles of technical trail makes for a long, hard night, but with Olle's help, as well as Dr. Jay and the rest of the support crew, I made it through the first 200 miles in 20th place. Thirteen and a half hours, until a little after six A.M., living on hot blueberry soup, Power Bars, and nervous energy. And then, I actually got to sleep for a whole hour!

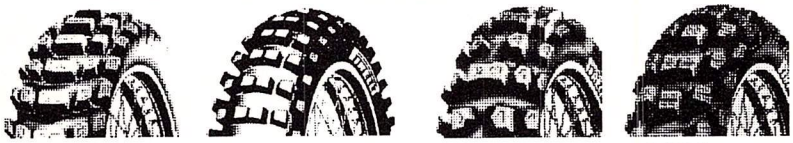
Olle Ohlsson helps Hines with his helmet light in the wee hours of the morning.

The last 100-mile stage started at nine A.M., and nobody looked like they were having a good time. The Swedish riders were all nice to me, and seemed proud to have another American competing in their event. It was plain to me, thought, that none of us from the States can actually "compete" with these guys. They train like this all the time; they ride in the dark because it's practically always dark here in the winter. They also attack every outside event as a national "team," always supporting each other. Our American team will definitely have their work cut out for them at this year's ISDE in Sweden.

On this last stage we battled through black ice, frozen mud, icy cliff faces, rocks and ruts, and in the last 30 miles a piece of wood lodged in my chain guide and broke my chain. It took 25 minutes to fix, with the help of a few spectators, and when I finally finished I was never so happy in my life. Just to be warm and alive was all I wanted!

At the trophy presentation they raised the American flag and played our national anthem when I was presented with my 25th place trophy and medal. I've won many events and finished well at a lot of tough races, but this trophy will not get shoved to the back of the shelf for quite a few years. The Novemberkassen is an experience I'll never forget, and I'm sure I'll go back and ride it again!

McNABB Cycle Supply



MT37 MT32 MT27 MT35

PIRELLI

MT37 Lagunacross (soft)
110/90-18 . . . . . $59.95
120/100-18 . . . . . 62.95
90/90-21 . . . . . 58.95

MT32 Sandcross (soft)
410-14 . . . . . $34.95
275-17 . . . . . 28.95
110/90-18 . . . . . 58.95
110/100-18 . . . . . 63.95
120/100-18 . . . . . 66.15
300-21 . . . . . 58.95

MT16 Garacross (general)
400-17 . . . . . $47.95
400-18 . . . . . 49.95
450-18 . . . . . 54.95
510-18 . . . . . 55.95
300-21 . . . . . 49.95

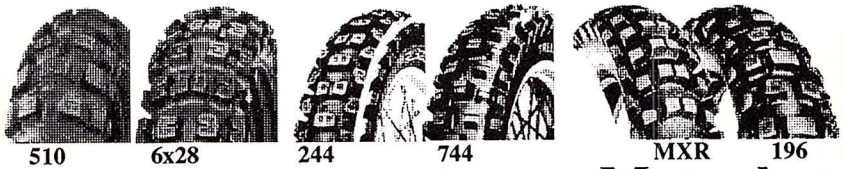
MT21 Rallycross (general)
120/90-18 . . . . . $43.95
90/90-21 . . . . . 35.95

MT27 Deltacross (medium)
400-18 . . . . . $54.95
450-18 . . . . . 56.95
300-21 . . . . . 49.95

MT35 Hardcross (hard)
110/100-18 . . . . . $57.95
120/100-18 . . . . . 59.95

MT46 Hardcross (hard)
80/100-21 . . . . . $ 56.95

NEW **MT34 Worldcross**
110/100-19 . . . . . CALL
120/100-19 . . . . . CALL
90/90-21 . . . . . CALL



510 6x28 244 744 MXR 196

Teraflex
410-17 . . $63.95
410-18 . . . 63.95
510-17 . . . 74.95
510-18 . . . 74.95
6x28-17 . . 79.95
6x28-18 . . 79.95

Trelleborg
744 Ten Masters
410-14 . . . . . $53.95
450-17 . . . . . 76.95
575-17 . . . . . 76.95
410-18 . . . . . 59.95
450-18 . . . . . 72.95
500-18 . . . . . 72.95

244 Trellmaster (Enduro or MX compounds)
440-18 . . . . . $73.95
510-18 . . . . . 75.95

Winter Friction (studded)
410-14 Friction $130.00
275-17 Friction 110.00
475-17 Friction 170.00
400-18 Friction 150.00
450-18 Friction 185.00
440-18 Friction 170.00
300-21 Friction 170.00

Metzeler
Prices too low to Print!

O'Neal
Bulllet Boots $144.00
Bullet Pants 96.00
Bullet Jersey 26.95
Bullet Gloves 24.95
Trail Pro Boots 99.95

Cheng Shin Tires/Tubes
460-18 Metz. Copy $28.95
300-21 Metz. Copy . 21.95
300-21 tube 5.65
400/450-18 tube 6.90

We Also Stock!!
Uni Air Filters
EBC Brakes
RK Chain
Boyesen Reeds
Portco Sprockets

DUNLOP
K139 Front
300-21 . . . . . $56.95

K990 ST Soft Terrain
90/100-14 . . . . . $29.95
90/100-16 . . . . . 35.95
100/100-18 . . . . . 59.95
110/100-18 . . . . . 64.95
120/100-18 . . . . . 69.95
100/90-19 . . . . . 64.95
110/90-19 . . . . . 69.95

K695 IT Intermediate
100/100-18 . . . . . $59.95
110/100-18 . . . . . 64.95
120/100-18 . . . . . 69.95
100/90-19 . . . . . 65.95
110/90-19 . . . . . 69.95
'Other Dunlop tires available'

MAXIMA Racing Lubricants
Super-M, 12oz bottle . . . $ 3.15
Super-M, 1/2 gallon 12.00

TIRE IRONS
15" x 1" Forged Steel $17.95/pr

Thousands of New & Used
Snowmobile Parts

"Street Bike Tires Available"
Visa - Master Card - C.O.D
Prices subject to change

McNabb Cycle Supply
123 Hampton Ave
Westfield, MA 01085

Call Today **800-233-2787**, In MA 413-536-7145

GREEN BRIER ENDURO

Sponsored by

Tri-County Sportsmen M.C., Inc.

P.O. Box 146, Port Elizabeth NJ 08348

March 25, 1990 Entry Fee $22 Post Entry $25

Key Time 8:00AM Approx. 100 miles No Refunds

ECEA'S FIRST ENDURO THIS SEASON!

Starts from the Belleplain Fire Hall, Route 550, Belleplain, New Jersey
Food will be available at the fire hall
Plenty of camping available at the start
Partial proceeds to benefit American Cancer Society
Entry drawing on March 15, 1990
Information: (609)327-7936; (609)825-4130 after 5 p.m. (please limit calls)

REQUIREMENTS

1. All bikes must be fitted with a license plate and muffler.
2. **Absolutely no pit racing!** You will be disqualified!
3. No bikes to be started before 7 AM Sunday
4. ECEA test to be given Saturday, 1PM to 6PM
5. Teams must sign up by 8AM Sunday
6. **All riders must have a valid motorcycle license and registration for attached license plate!**

EAST COAST ENDURO ASSOC.

AMA® SANCTIONED

Release and Waiver of Liability and Indemnity Agreement

Name _____ **Age** _____

Address _____

City _____ **State** _____

Zip _____

Phone (area code) _____

ECEA No. _____

AMA No. _____ **Expires:** _____

AMA Club Name: _____

Bike Make: _____ **Displacement:** _____

Rider's Class (check one)

_____**AA** _____**A** _____**B** _____**C**

_____**Senior A (40 +)** _____**Senior B (40 +)**

_____**Super Senior (50 +)** _____**Women's Division**

_____**4-Stroke A** _____**4-Stroke B** _____**4-Stroke C**

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature _____

Vehicle No. _____

Witness _____

Address _____

Participant under 18 must have notarized parent/guardian signature!

_____

Parent/Guardian Signature (sign in ink)

Notary _____

Commission Expires _____

KEYMASTER IS HERE

KEYMASTER ENDURO COMPUTER

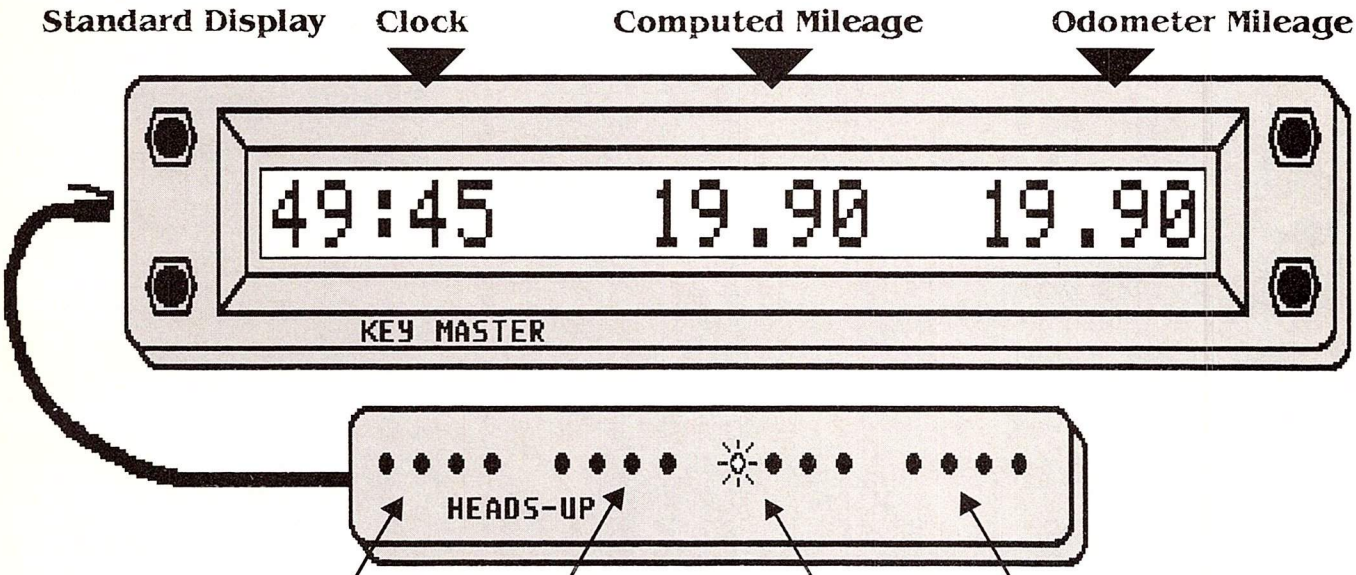
Built-in custom displays allow the user to select ANY THREE of the following to be displayed at once (* denotes standard setting):

*CLOCK
*COMPUTED MILEAGE
*ODOMETER
KEY TIME
SPEEDOMETER
PEAK SPEED
NEXT POSSIBLE CHECK
DIFFERENTIAL BETWEEN COMPUTED AND ACTUAL MILEAGE
STOPWATCH IN HUNDREDTHS FOR LAP TIMES
ACTUAL DISTANCE TRAVELED (TOTAL MILEAGE LESS RESETS)

A 20 character alpha-numeric display, combined with four-button input, allows for easy programming. User selects fixed wheel size or built-in self-adjusting feature, matching the calibration of the odometer used to lay out each section of the course. KEYMASTER features adjustable key time for Brand-X rules, which automatically recalculates computed mileage to match new key time.

Uses AAA batteries. Comes complete with all necessary mounting hardware. One year warranty provided.

Expand your **KEYMASTER ENDURO COMPUTER** with a quick-connecting bar-mounted **HEADS-UP DISPLAY** (sold separately).



"EARLY" RED
Right to left

First:	2 min. early
Second:	3 min. early
Third:	4 min. early
Fourth:	5 min. early
Fourth flashing:	6+ min. early

"EARLY" YELLOW
Right to left

First:	1-14 sec. early
Second:	15-29 sec. early
Third:	30-44 sec. early
Fourth:	45-59 sec. early

"ON TIME" GREEN
Left to right

First:	1-14 sec.
Second:	15-29 sec.
Third:	30-44 sec.
Fourth:	45-59 sec.

"LATE" RED
Left to right

First:	1 min. late
Second:	2 min. late
Third:	3 min. late
Fourth:	4 min. late
Fourth flashing:	5+ min. late

HEADS-UP DISPLAY

Know at a glance whether you are early, late or on time by which LED is lit. Four sets of color-coded lights with only one lit at a time make it simple to use. The HEADS-UP DISPLAY receives the current race information through a quick-connect cable attached to the KEYMASTER ENDURO COMPUTER.

	List Price	Order by March 31	Your Price
Keymaster Computer	$299.95	- 50.00	$249.95
Heads-Up Display	$119.95	- 20.00	$99.95

WHITESTONE TECHNOLOGIES

Call For More Info:
(201)997-1590

Box 181, Franklin Lakes, NJ 07417

THE NEW
Millville Cycles

KTM

ENDURO—MOTOCROSS HEADQUARTERS
Complete Flywheel Service

C.O.D. Deliveries Available

Dealer Discounts for ECEA Members

1990 Suzuki DR350 Now Available

UNDER NEW MANAGEMENT

701 N. High Street
Millville, NJ 08332
(609)327-3030

VISA AMERICAN EXPRESS

White Power Forks Complete with triple clamps, disc caliper, axle and hydraulic line. Originally fits KTM, can be adapted to most front ends. $600. (609)662-7824.

1989 KTM 250 E/XC Low miles, well maintained. Z Racing forks and shock, fresh top end, wiring for ICO odometer. Good bike, $2200. (609)268-2218, leave message.

Enclosed trailer One year old, all aluminum. Room for two bikes and tons of gear, $1700. (609)268-2218.

1988 ATK 406 Revalved for woods, fork and disc guards, new tank, spark arrestor, spare pipe, working lights, Mass. reg and title, $1700. (508)865-4820, ask for Russ.

1988 KX250 WR trans, headlight, tail light, disc guard, skid plate, pipe protector, Bark Busters, S/A Pro spark arrestor, service manual. New seat foam, seat cover, and axle bearings. Well maintained, $2000, call after 7 p.m. (717)788-3555.

1988 Kawasaki KX250 Revalved shock, extra pipe, o-ring chain, excellent condition, $1800.

1989 Kawasaki KX250 Wide ratio trans, Moose flywheel, Metzelers, Renthals, o-ring chain, fresh engine, $2500. Also, Kawasaki ignition kit, fits '86 to 89 250/500, $150 complete; IMS 3.2 gallon tank for '88—'89 KX250/ '88—'90 KX500, $75. Call Rick, days (508)462-7900, evenings (603)679-5771.

Bell Moto 5 Size 7 1/8, white, blue and pink. Used one season, $75. (508)865-4820

1986 Yamaha YZ250 3.6 gallon IMS tank, radiator guards, hardly used, excellent condition, $1100. (609)698-9592.

1986 Honda XR600R Front and rear suspension totally re-done by Scotts. Many extras, bike is in great shape, oil changed every 200 miles. Mass. title and reg, $1250. Call Tony, (508)433-6038, leave message.

1986 KDX200 New tires, o-ring chain, Twin-Air, ATK fork spring kit, Boyesen reeds, exc. cond. $1000. **1987 RM250** New top end, new tires, Pro Circuit pipe, Roost Boost, MAC air filter, Boyesen reeds, more. Always maintained, $1300. **1989 KDX200** New bars, o-ring chain, brakes, Metzelers, exc. cond, $2200. Must sell all, moving soon. (401)728-0334.

1989 KTM E/XC Bark Busters, radiator guards, skid plates, exc. cond. $2500. **1984 Husky 400WR** Bark Busters, Metzelers, exc. cond. $850. (914)564-0923.

Tom Grant's
Raymertown Garage

KTM

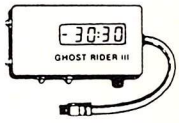
KTM Motorcycles & Parts
"Open all the time!"
Troy-Bennington Road (Rt.7)
Troy, NY (518)663-8311

MX ENDURO AND HARESCRAMBLE RIDERS ONLY BS

ATK

RICK'S CYCLE
804—465—0565

GHOST RIDER III ENDURO COMPUTERS



The only Enduro Computer that measures mileage and displays how late or early you are. Also displays odometer mileage to nearest hundredth, distance to next possible check, keytime and more. Single 9V battery, 99 speed changes. Call Bob (702) 945-2833 — **GHOST RIDER**
Box 2420 Hawthorne, NV 89415

VISA MasterCard

DiRT WORKs cycles
can-am ATK

Call or write for our free mail order catalog

Sale on
METZELER TIRES
DID O-RING CHAIN
Call for prices

Fast UPS Service
Shock Rebuilding
at competitive prices!

CRYSTAL STREET
LENOXDALE, MA 01242
Exit 2 off Mass. Pike
(413)637-9713
TUES—FRI: 12:30—8PM•SAT: 10—3

IMMEXICO
Great Motorcycle Adventures
Trail Rides *Road Tours*
8241 Heartfield Lane
Beaumont, TX 77706 USA
CALL (800) 642-3933
or (409) 866-7891

COME RIDE WITH US!!

Call or write for our Brochure or Newsletter.

GREAT MOTORCYCLE ADVENTURES 1989 EVENTS

OCTOBER	Yucatan Peninsula Road/Dual Sport Ride Dep. Laredo, TX 8:00 a.m. Sat. 14th - Ret. 3:00 p.m. Friday 27th
NOVEMBER	Copper Canyon Cycle Conservation Club of Michigan Invitational Trail Ride Dep. El Paso, TX. 8:00 a.m. Wed. 1st - Ret. 9:00 p.m. Tue. 7th Monterrey's Cola de Caballo Thanksgiving Trail Ride Dep. Laredo, TX. 8:00 a.m. Sun. 19th - Ret. 3:00 p.m. Sat. 25th
DECEMBER	Christmas in Copper Canyon Trail Ride Dep. El Paso, TX. 8:00 a.m. Sun. 24th - Ret. 9:00 p.m. Sat. 30th

GROUP RATES!!

PERSONALIZED TOURS AVAILABLE

GREAT MOTORCYCLE ADVENTURES 1990 EVENTS

JANUARY	Monterrey's Cascada Cola deCaballo Trail Ride Dep. Laredo, TX. 8:00 a.m. Sun. 14th - Ret. 3:00 p.m. Sat. 20th
FEBRUARY	Copper Canyon Trail Ride Dep. El Paso, TX. 8:00 a.m. Sun. 11th - Ret. 9:00 p.m. Sat. 17th
MARCH	Yucatan Peninsula Road/Dual Sport Ride Dep. El Paso, TX. 8:00 a.m. Sun. 4th - Ret. 9:00 p.m. Sat. 17th
APRIL	Copper Canyon Easter Trail Ride Dep. El Paso, TX. 8:00 a.m. Sun. 8th - Ret. 9:00 p.m. Sat. 14th
MAY	Monterrey's Cascada Cola de Caballo Memorial Day Trail Ride Dep. Laredo, TX. 8:00 a.m. Sun. 27th - Ret. 3:00 p.m. Sat. June 2nd

CHOOSE YOUR ADVENTURE AND LET'S GO SOUTH!

1987 KTM 350 Enduro Exc. Cond. many extras, well maintained, $1850. **1989 KTM 350EXC** Like new, low hours. ICO odometer, fresh Sidewinders, some extras. Ready to race, $2600. Call Brad at (717)647-4262.

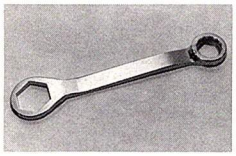
1986 Yamaha IT200 Bought new, and used by a 54-year old. Exc. orig. cond., lo miles. Engine never apart, runs 100 percent. Mass. title. $1100, call Don at (508)468-4011 work, (508)468-4816.

1988 KTM 500MX DeVol guards, Boyesen reeds, Z Racing shock, Bark Busters, Sidewinder sprockets. Low hours, well maintained. Asking $1700. (315)841-8365.

1988 KX250 Enduro ready, with Moose flywheel and gearing. New piston and rings, seat foam and cover. (717)788-3555 aft. 7 PM.

RIDER'S WRENCH

QUALITY AMERICAN MADE NICKEL-PLATED WRENCH WEIGHS ONLY 4 OZ. AND FITS IN ALL FANNY PACKS. COMES IN 3 POPULAR SIZES AND FITS MOST L/C BIKES—WHEELS AND SPARK PLUG. ONLY $19.95 EACH.



KDX PERFORMANCE and suspension mods
Call for price

HANDSAVERS Official Handguard '87-'89 ISDE	**$42.95**
KDX200 Speedo drives repaired	**$24.95**
KX SPEEDO KITS	**$119.95**
FMF PIPES For KDX, RMX, YZWR	**$159.95**
CHAIN GUIDES For KX, KDX, RM, RMX	**$36.95**
REAR DISC GUARDS For Kaw, Suz, Yam; from	**$24.95**

Visit your local dealer or order direct!

Fredette Racing Products
8123 W. 189th St., Mokena, IL 60448
(815)469-4011

KTM

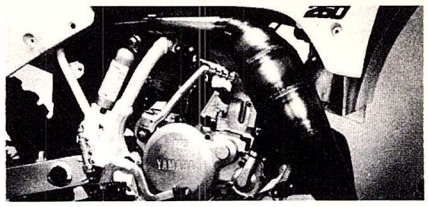
CLIFFS CYCLES
84 Rockwood Road (Rte 115)
Norfolk, MA 02056
617/528-2936

BOMBARDIER can-am motorcycles
PUCH • TOMOS MOPEDS

•SALES
•SERVICE
•PARTS

DAILY UPS SERVICE

SHOCKS REBUILT (ALL BRANDS)
FORKS STRAIGHTENED



Wide powerband for woods or MX. Used by top riders **Kevin Hines, Jack Lafferty, Jr., Mike Levesque, and Steve Herman**
For KTMs, KX & KDX, CRs, RMs, YZs, and ATKs.

DYNO PORT RACING
(315) 253-9631
WORKS PIPES and PORTING
RD #1 BOX 105
UNION SPRINGS, NY 13160

VISA *Quick Shipping from NY state MasterCard

MASHED PIPE? GET IT FIXED FOR $35!

SERVICE USED AND ENDORSED BY ENDURO CHAMPION KEVIN HINES, DREW SMITH, RANDY HAWKINS, JEFF RUSSELL, TEAM H&H BARRY HIGGINS AND KTM AMERICA

If we can't fix it, we'll buy you a new one!* Why pay up to $200 for a new exhaust pipe when we can fix your dented or mashed one for $35? No matter how bad it is, we can fix it! ACCEPT NO IMITATIONS! WE ARE THE ORIGINAL AND BEST! (*Certain restrictions apply)

FINISH LINE PRODUCTS CO.

76 Railroad Avenue, Patchogue, New York 11772
(516)758-2777 • TELEX 221601 VUTEC UR

Coastal Parts Warehouse
1 800 72 BIKES

SUZUKI	Discount Parts
YAMAHA	Accessories & Bikes
HUSQVARNA	Authorized Dealer
DUCATI	UPS•Fed. Ex.•Exp. Mail

ALL MAJOR CREDIT CARDS

MOOSE RACING™

Heavyweight Flywheels
Enduro Conversion Parts
1-800-MOOSE-IT
2595 N. Hwy. 67, Sedalia, Colorado 80135

Town & Country
North Jersey's #1
Off-Road Shop
1990's IN STOCK!

KAWASAKI, KTM, HUSQVARNA, CAGIVA, ATK

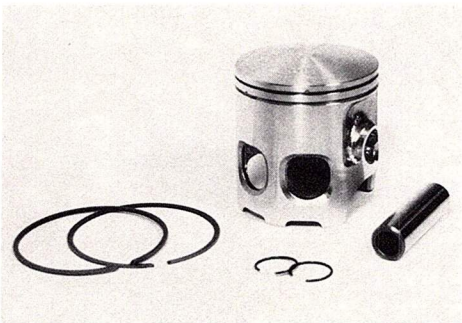
All 89's at close-out prices!

Town & Country
Cycle Center
100 Main Street
Sussex, NJ
(201)875-2111
UPS•VISA•M/C

L.A. SLEEVE CO.
PRO-X
GENUINE RACING PARTS

HI-PERFORMANCE PISTONS
MX/ATV
MANUFACTURED IN JAPAN

High performance race style pistons manufactured from special high-silicon aluminum alloys.
Piston kits supplied with rings, circlips, wrist pin.
For leading makes and models.
See your dealer.



LOS ANGELES SLEEVE CO., INC.
8311 Chetle Ave., Santa Fe Springs, CA 90660 (213)945-7578
Call or write for your free catalog and decals.

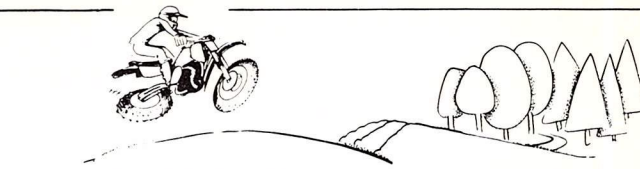
ALL NEW 1990 KX FOR MX OR OFF-ROAD!
KDX200s IN STOCK NOW!

PERFORMANCE CYCLES Kawasaki

★ LARGE PARTS & ACCESSORY DEPT.
★ NETRA PARTS DISCOUNTS

Financing Available

Route 9
Shrewsbury, MA
(1/2 mi. west of jct. 9 & 20)
(508)842-1068



OFF ROAD Specialists

Cylinders bored while you wait

The 1990 CR's and RM's are here NOW!

FACTORY TRAINED TECHNICIANS
EXTRA LARGE PARTS INVENTORY
UPS SHIPPING DAILY

BETTENCOURT'S

HONDA **SUZUKI**

CALL TOLL FREE 1-800-696-1701

Route 28,Jct of 106
W.Bridgewater Center,MA
(508)587-1701

9-9, Mon-Fri
9-6 Sat

EASTERN LONG ISLAND MOTORCYCLE CLUB *Presents*

AMA SANCTIONED

THE SPRING TRAINING HARE SCRAMBLES

MARCH 18

Time Schedule
Jr. & Vintage Class
7:00 - 7:45 Sign-up
8:00 Start Prompt
RACE
1 Hr. + 1 Lap

Other Classes
7:00 - 9:30 Sign-up
10:15 - Riders Meeting
11:00 - Start Prompt
RACE
2 Hr. + 1 Lap

CLASSES
Expert
Senior
201 - Open A
201 - Open B
0 - 200 A
0 - 200B

Club	Pre-Entry	$10.00
Club	Member	$15.00
Pre-Entry		$20.00
Post-Entry		$25.00

EASTERN LONG ISLAND MOTORCYCLE CLUB

Starting Place - Toppings Path - L.I.E. (495) Exit 71.
Follow Arrows & Directions.

Riders Requirements
All riders must have a valid A.M.A. card.
A.M.A. registration available at sign-up.
Helmet - Boots - Goggles - Gloves a must.

COURSE - Approximately 10 miles of tight trails, open trails, fire cuts, some whoops. Fun for woods and MX riders.

No Camping
5 places in each class

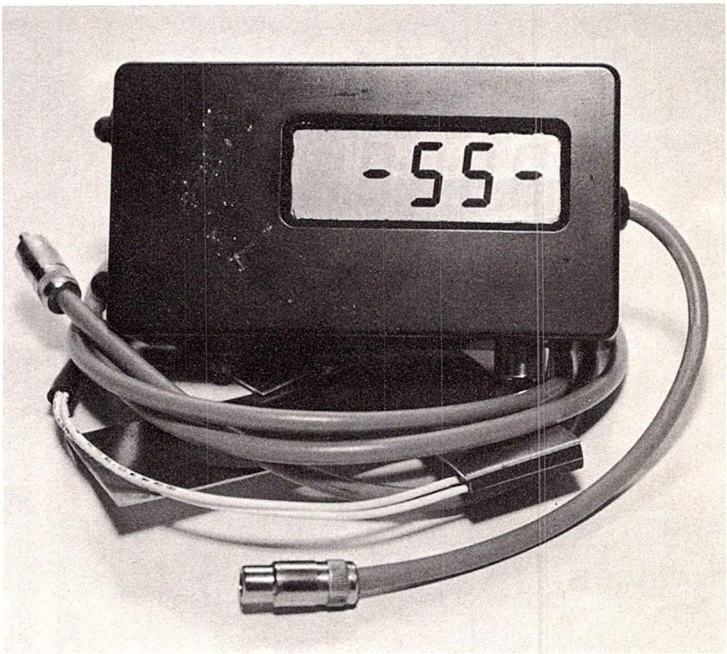
INFORMATION
Mike 516 499-2028 — Bill 516 752-0944

Please leave all mini bikes at home. Any pit racing done by riders or children will result in disqualification of rider. This applies to before, during & after the event. NO bikes may be started.
NO ALCOHOLIC BEVERAGES!!!

Mail pre-entry to: Michael Malvasio, c/o E.L.I.M.C P.O. Box 85 Manorville, N.Y. 11949

TRAIL RIDER'S
GHOST GIVEAWAY!
ENTER TO WIN A GHOST COMPUTER IN *TRAIL RIDER'S* FIRST SUBSCRIPTION GIVEAWAY CONTEST OF 1990!

When the Ghost Computer folks called up and offered us a Ghost to give away, we practically fell off our velvet-lined seats! With a $350 list price, this is no trivial item to raffle off! In case you're not familiar with it, the Ghost is the ultimate in enduro timekeeping equipment for the rider who deosn't want to have to think! After you program this baby, it just tells you if you're early or late—it traks the mileage and the speed average, and does all the comparison for you!



ENTER AND WIN!

We're going to run this contest for this month and next, in order to give as many of you as possible a chance to win. Get in your entry right away! Use the official entry form or photocopy it, and enter as often as you like. You may have noticed that the entry form is also a subscription form—now we can't tell you that you have to subscribe, but we can beg, can't we? Seriously, no purchase is necessary, but think of what you're missing!

YOU DON'T HAVE TO SUBSCRIBE TO WIN!

But you have to subscribe to be sure you'll enjoy Trail Rider every month! It's only $18 a year, and we work to make this mag totally unique, compared to the rest of them. Be unique! Subscribe to *Trail Rider*; and send in a contest entry right away!

ENTER NOW! SUBSCRIBE NOW! WIN A GHOST COMPUTER! READ THE BEST! JUST FILL OUT THE COUPON AND MAIL TODAY!

Official Ghost Giveaway Entry/Subscription Coupon!

NO PURCHASE NECESSARY

OFFICIAL RULES To enter, complete the entry form/subscription blank, or write your name, address, and phone number on a piece of plain paper, and mail according to directions. Your entry must be received by April 12, 1990, in time for the drawing to be held soon after that date. No responsibility is assumed for late, lost or misdirected mail. Enter as often as you like.
The winner will be selected at random from all the entries received by the cut-off date. Chances of winning will be determined by the total number of entries received. The winner will be notified by telephone or mail.
No substitution will be made for the prize except as offered. Contest is valid in the fifty (50) United States and Canada only. Employees of Trail Rider magazine, its immediate affiliates, and all of our vendors are not eligible. This offer is subject to all federal, state, and local laws and regulations. Offer void where prohibited. The name of the winner will be published in an upcoming issue of Trail Rider.

TRAIL RIDER MAGAZINE

Mail to: Trail Rider
Ghost Giveaway
P.O. Box 129
Medford, NJ 08055

Subscribers: Canada add $4 (US) per year, and other foreign countries $5 (US) per year for additional overseas postage.

This is a renewal ☐ Contest entry only, I already subscribe! ☐

This is a new subscription ☐

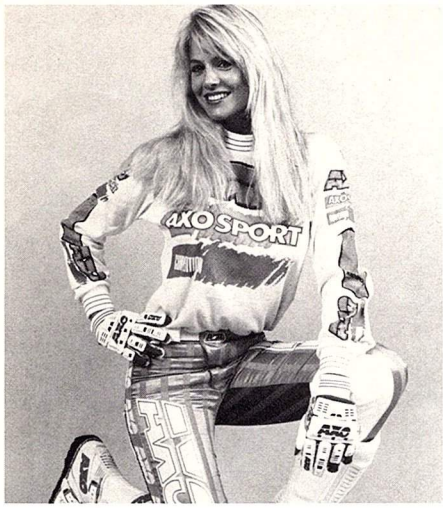
Item # _____ Exp. Date _____(From mailing label)
Name _____
Address _____
City_____State_____Zip_____

Brand of motorcycle owned _____
Favorite type of riding _____
How often do you buy a new bike? _____
I belong to: NETRA ECEA Other _____

Deadline for receipt of entries: April 12, 1990
Offer good in USA and Canada only

SUBSCRIBE AND WIN!

NEW PRODUCTS

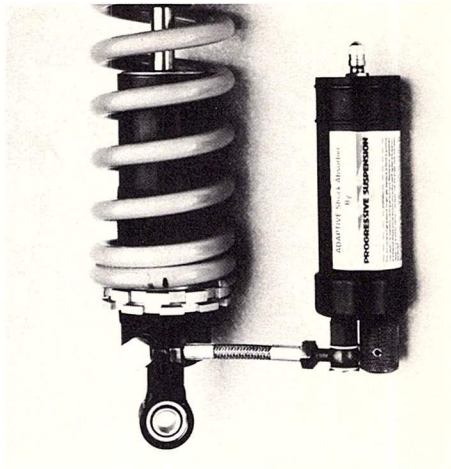


WHAT RIDING GEAR?

You can get AXO gear at dozens of dealers, but chances are they're not going to have a girl this good looking waiting on you. Now Scorcher Products, the outfit that sent this photo, claims to be able to save you 20 percent or more on a full outfit of jersey, pants, boots and gloves. Scorcher also has a catalog available to anyone with $3 to spare (free with any order). Contact them at 26943-K Reuther Avenue, Canyon Country CA 91351; (805)254-2122.

ACCURATE MILEAGE

The new AutoCal electronic odometer from ICO monitors your mileage corrections and automatically recalibrates itself to ensure an accurate readout. It also features automatic resets, speed and peak speed readouts and display hold while a correction is being made. New also is a tougher sensor and wiring, and AAA-battery power. The bottom line? It's easier to use, and potentially much more accurate when time gets tight. Contact ICO at (800)331-0470. P.O. Box 430, Bayou Lacombe, LA 70445.



REAL SHOCKER

The new Adaptive Single Shock from Progressive Suspension is a remote reservoir bladder-type shock with a steel body and adjustable compression and rebound damping. This first introduction of the new Adaptive shock will fit Honda XR, CR, and XL models, offering a great improvement in stock damping at a very reasonable price—under $400 (suggested) with spring. Learn more from Progressive Suspension, 11129 G Avenue, Hesperia CA 92345; (619)948-4012.

WHEELS UNLIMITED

'89 Model Close-out Sale!
1990 Models are in stock now!
Special Deals for Racers
Call for details

SUZUKI
Kawasaki
KTM

Sales, Service, Parts and Accessories
Rider Support Available
Shock Service Specialists
UPS SHIPPING

839 W. White Horse Pike
Cologne, NJ 08213
(609)965-5080

VISA MasterCard

"THE ORIGINAL"
México Motorcycle Adventures INC.
P.O. Box 12431 • Beaumont, TX • USA •77706-2431
call 1-800-421-6784 • (409)866-7222
FAX# (409)832-1474
ask for "Doc"
Trailriding
Ask for References • Motorcycle rental $295.00

"Horse Tail Falls"
$649.00 - 6 riding days
$349.00 - 4 riding days

"Copper Canyon"
$649.00 - 6 riding days

Includes
International Ground/Air Medical Evacuation Service

Hotel • Meals • Fuel
Bilingual Guides
Swimming Pools
Water Falls • Indian Villages
Mechanical Assistance
Doc's Medical Assistance
Support & Passenger Van
Moutains • Canyons
Ruin Sights • Mining Towns
Horseback Riding

30 Years Motorcycle Experience
(10 Years in Mexico)

DIRT RIDER SUPPLY

TOLL FREE
800-346-2166 Orders Only
(717) 384-2464 (Information)

291 MAIN STREET, FERN GLEN, PA. 18241 *Fast Service - Daily UPS Shipping/COD VISA MC*

DUNLOP

K-139	300x21	$54.95
K-490	275x17	$23.95
K-490	80/100x21	$57.95
K-490	4.10x14	$27.95
K-490	120/80x18	$39.95
K-490	130/80x18	$41.95
K-490	140/80x18	$44.95
K-595	100/90x19	$64.95
K-595	110/90x19	$69.95
K-595	100/100x18	$59.95
K-595	110/100x18	$63.95
K-595	120/100x18	$67.95
K-990	100/90x19	$64.95
K-990	110/90x19	$69.95
K-990	80/100x21	$58.95
K-990	100/100x18	$59.95
K-990	110/100x18	$63.95
K-990	120/100x18	$67.95
K-695	100/90x19	$64.95
K-695	110/90x19	$69.95
K-695	100/100x18	$59.95
K-695	110/100x18	$63.95
K-695	120/100x18	$67.95

TUBES

Metzeler H-D Tubes	$14.95-$16.95
Cheng Shin Tubes	$6.95
H-D Red Tubes	$8.95

METZELER

MX	3.00x21	$49.95
MX	3.25x21	$54.95
MX	100/90x18	$55.95
MX	4.00x18	$56.95
MX	110/90x18	$64.95
MX	4.50x18	$56.95
MX	150/80x18	$73.95
Multi X	4.10x14	$35.95
Multi X	4.50x17	$61.95
Multi X	5.10x17	$64.95
Multi X	4.50x18	$64.95
MXR	120/90x18	$57.95
MXR	130/90x18	$59.95
MXR199ST	110/90x18	$58.95
MXR199ST	120/90x18	$61.95
MXR199ST	130/90x18	$64.95
MXR299ST	90/90x21	$56.95

CHENG SHIN

C-755 (Metz copy)	4.10x14	$21.95
C-755 (Metz copy)	4.60x17	$30.95
C-755 (Metz copy)	5.30x17	$35.95
C-755 (Metz copy)	4.10x18	$24.95
C-755 (Metz copy)	4.60x18	$30.95
C-755 (Metz copy)	5.30x18	$35.95
C-755 (Metz copy)	3.00x21	$22.95

IRC

M5B-ST	120/80x18	$40.95
M5B-ST	130/80x18	$46.95
M5B-ST	140/80x18	$50.95
VE-32	300x21	$29.95
VE-33	110/100x18	$42.95
VE-33	510x18	$45.95
VE-33	510x17	$45.95

ANSWER

AlumiLite Bars (colored)	$52.95
Chromoly Bars	$29.95
AlumiLite Bars (w/pad)	$52.95
Oval Silencer	$54.95
Oval S.A. Pro	$74.95
Roost Boost	$49.95
VFC Silencer	$76.95
AC3 Chest Protector	$89.95

ACERBIS PLASTICA ITALIA

Elba Headlight #Plate	$32.95
Baja Rear Fender	$30.95
Mx Rear Fender	$15.95
Baja Front Fender	$15.95
Mx Front Fender	$15.95
Disc Guard	$18.95
Front Fender Brace	$13.95

CHAINS

Sidewinder	
520x120 O-Ring	$62.95
RK	
520x120 O-Ring	$45.95
Tsubaki	
520x120 QR Pro	$29.95
520x120 O-Ring	$55.95

AXO

Turbo RC Boots	$169.95
Series 125 Pants	$109.95
Series 95 GPants	$89.95
Super Jersey Plus	$29.95
#36 Gloves	$31.95
#40 Gloves	$35.95
Superbelt Plus	$31.95
SC-2 Chest Protector	$54.95
AXO Socks	$12.95

GOGGLES

Scott 87 (Over Glasses)	$18.95
Scott 89 (Lexan Lens)	$17.95
Scott 109	$19.95
Smith SMX - CMX	$17.95
Smith SMX w/roll-offs	$36.95
Roll-offs for Scott/Smith	$26.95
Smith Refills 25+4 pack	$ 8.95
Quick Strap	$12.95

HALLMAN

Mach 5	$89.95
Pro-Armor II	$69.95
Tool Tech bag	$31.95
Bunsaver II	$22.95
Elbow Guards	$18.95

O'NEAL U.S.A.

Bullet Boots	$145.95
Bullet Pants	$105.95
Bullet Jersey	$31.95
Bullet Gloves	$30.95
Rok-Blok	$89.95
Rok II	$36.95

MS RACING

MS Stage I Boots	$105.95
MS Stage I Pants	$69.95
Color-X Jersey	$35.95
MS Gore-Tex Pants	$145.95
MS Gore-Tex Jacket	$153.95
MS Pro Comp Jersey	$22.95
MS Pro Comp Gloves	$22.95
MS Enduro Pro Gloves	$26.95
MS Pro Comp Boots	$179.95

E.B.C. BRAKES

Disc Brakes (All Bikes)	$18.95

Boyesen

From $8.95 to $27.95

FOX RACING

Image Pants	$118.95
Fox Race Pants	$89.95
Fox Jersey	$22.95
Fox Roost 2	$79.95
Fox Flag Belt	$29.95
Pawtectors Gloves	$22.95
Fox Paw 2 Gloves	$32.95
Comp-2 Boots	$179.95

BOOTS

Alpinestar Tech IV Boots	$179.95
HiPoint Pro Boots	$179.95

HELMETS

Bell Moto 5	$189.95
Bell Moto 4	$149.95
Bieffe BX-6	$95.95
Bieffe JBX-6	$83.95

ANCRA

Blue Tiedowns	$13.95
Red Tiedowns	$16.95

ATK

SALES • PARTS • SERVICE

ATK Assessories

Skid Plate	$59.95
Rear Brakes	$18.95
S.A. Pro Silencer	$74.95
Roost Boost	$49.95
Bike Shoe (Alum.)	$84.95
Kick Stand (Alum.)	$55.95

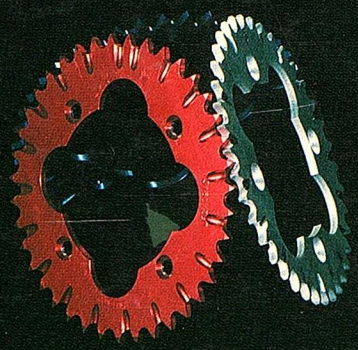
SideWinder®

THE ULTIMATE

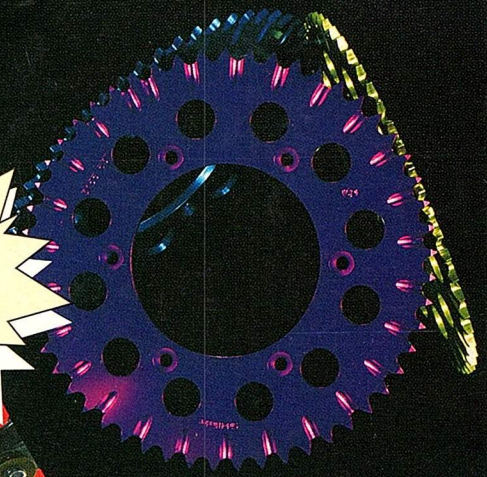
- Brilliant New Colors
- 100% Matched Sets
- Triple-Life Design
- MX - Enduro - ATV

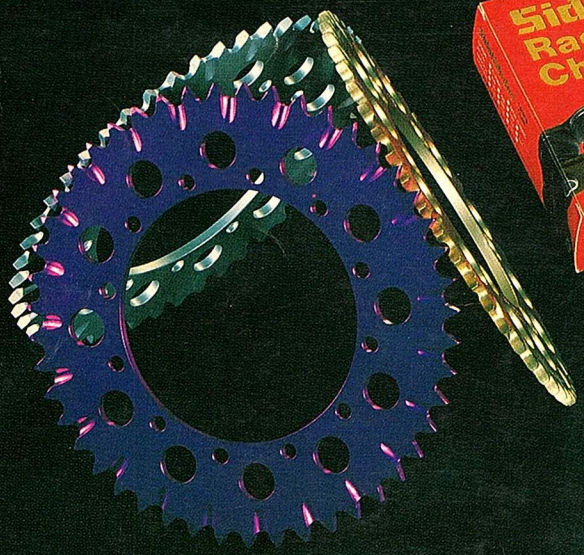
Super Package Discounts

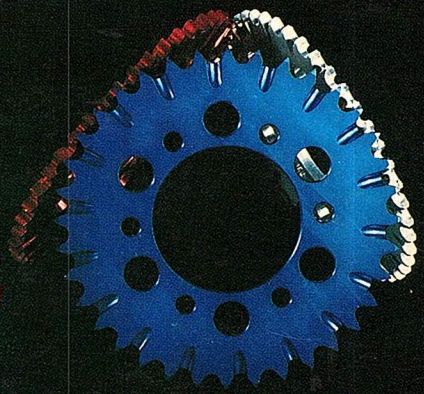
All Bikes, Years, Brands



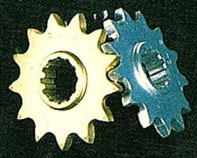
THE ONLY ANTI-STRETCH CHAIN







NEW CATALOG — FREE!
State Make and Model



New Beta B20 Alloy
Front Drive Sprockets

ORDER FACTORY DIRECT - CALL 1-708-513-1000

SideWinder Drive Systems
A Division of
KRAUSE RACING, INC.
3705 Stern Avenue
St. Charles, Illinois 60174